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Tuesday, July 6, 1971
Asadha 15, 1893 (Saka)

LOK SABHA DEBATES

Second Session
(Fifth Lok Sabha)

LOK SABHA SECRETARIAT

NEW DELHI

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LOK SABHA

Tuesday, July 6,1971/Asadha 15, 1893 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

OBITUARY REFERENCE

MR. SPEAKER: I have to inform the House of the sad demise of Shri Rup Narain who passed away at New Delhi on the 4th July, 1971, at the age of 46.

Shri Rup Narain was a Member of the First and Second Lok Sabha from Mirzapur Constituency of Uttar Pradesh during the years 1952-62. He had been taking great interest in the uplift and welfare of the backward classes, agriculturists and landless labourers.

We deeply mourn the loss of this friend and I am sure the House will join me in conveying our condolences to the bereaved family.

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF HOME AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI INDIRA GANDHI): Sir, the House joins you in the sentiments that you have expressed. We are deeply grieved to hear of the passing away of Shri Rup Narain at such an early age. It is a loss to the public life of U. P. where he was an active worker of our party.

Shri Rup Narain was influenced by the nationalist movement early in life. He was still a student of the Kashi Vidya Peeth when he decided to devote himself to constructive activities. He took a leading part in the Banaras District Board and was very active in trade union work in Banaras. As you have mentioned, he concerned himself specially with the cause of landless labour, the poor peasant and generally with the work of upliftment of the harijans. In recognition of his services he was elected to the Lok Sabha for two terms. He was an active member here and I believe he made many friends. I request you, Sir, to convey our condolences to the members of the bereaved family.

SHRI A. K. GOPALAN (Palghat): Sir, on behalf of my party, I wish to associate myself with the sentiments expressed by the Leader of the House on the sad demise of Shri Rup Narain and I request you to convey our condolences to the members of the bereaved family.

SHRI S. M. BANERJEE (Kanpur): Sir, on behalf of my group, I associate myself with the sentiments expressed by the hon. Prime Minister. I remember that during 1957—62 whenever we had any discussion regarding the backward classes, o. people who were suppressed and oppressed in society, my friend, the late Shri Rup Narain always championed their cause. I also know the active part that he took in the students' movement and, later on, in the *kisan* movement. All of us who were in Lok Sabha during 1957—62 will never forget his ardent desire to champion the cause of the oppressed people. Sir, I request you to convey our condolences to the members of the bereaved family.

श्री हुकम चन्द कछवाय (मुरेना): अध्यक्ष महोदय, श्री रूप नारायण जी के देहावसान पर प्रधान मंत्री जी ने जो दुख प्रकट किया है, मैं और मेरी पार्टी भी अपने आपको उसमें सम्मिलित करते हैं। हम भगवान से प्रार्थना करते हैं, वह उनकी आत्मा को शान्ति प्रदान करे।

SHRI M. SATYANARAYAN RAO (Karimnagar): Sir, on behalf of my party, the Telengana Praja Samiti, I associate myself with the sentiments expressed by the Leader of the House. I request you, Sir, to convey our condolences to the members of the bereaved family.

SHRI C. CHITTIBABU (Chingleput): Sir, on behalf of the DMK, I associate myself with the sentiments expressed by the Leader of the House.

SHRI K. S. CHAVDA (Patan): On behalf of my party, Congress Party (Organisation) and my own behalf I would like to join the sentiments expressed by the hon. Prime Minister.

SHRI RANABAHADUR SINGH (Sidhi): On behalf of the Independent Group, I would like to express our deep condolences on the sad demise of Shri Rup Narain.

MR. SPEAKER: The House may stand in silence for a short while to express its sorrow.

The Lok Sabha then stood in silence for a short while.

ORAL ANSWERS TO QUESTIONS

Demand by West Bengal Government for more Aid for Development of Industries

*931. SHRI SAMAR GUHA: Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state:

(a) whether the West Bengal Government made a representation to the Central Government for increased allocation of aid by the Central Government for development and recovery of industries in West Bengal;

(b) if so, the main features of the representation; and

(c) the reaction of the Central Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD): (a) to (c). A statement is laid on the Table of the House.

Statement

While no formal representation has been received from the West Bengal Government for increased allocation of aid by the Central Government for development and recovery of industries in West Bengal, the West Bengal Government have from time to time represented for rapid industrial development and economic recovery of the State, particularly the Calcutta Metropolitan District area and the Haldia region. The Central Government are aware of the problems of the State.

The following steps have been taken to improve the industrial climate in the State.

(i) Government have recently set up the Industrial Reconstruction Corporation of India Ltd., with headquarters at Calcutta, mainly with a view to tackling the financial and other problems of industrial units in the country, particularly in West Bengal, to begin with. The paid-up capital of the Corporation would be Rs. 10 crores. It will deal with the problems relating to rehabilitation of sick and revival of closed industrial units;

(ii) Government of West Bengal have sanctioned a package of incentives such as refund of sales-tax, interest—free long term loans, refund of entry taxes in specified cases and assistance from the State Financial Institutions for the sick/closed units;

(iii) Provision has been made in the Import Policy for 1971-72 for advance allocation of imported raw materials to closed industrial units particularly in West Bengal, to enable them to re-start their manufacturing activities;

(iv) Work has already been started in the Calcutta Metropolitan District Area for improving water supply, sewerage, transportation, housing, *bustee* improvement, etc. The development programme is being speeded up; for this purpose an outlay of Rs. 150 crores for the 4th plan period has been earmarked.

(v) Proposals are under consideration for setting up a Shipyard and a petro-chemical and fertiliser complex in Haldia besides speeding up the Refinery and Dock Projects there;

(vi) 8 industrially backward districts viz. Purulia, Bankura, Midnapur, Darjeeling, Maldaha, Cooch Bihar, West Dinajpur and Murshidabad have been selected in West Bengal and these will qualify for concessional finance from financial institutions to industries started there. One of these districts *viz.* Purnia is also eligible for 10% Central grant subsidy on the fixed capital investment for industries to be located there.

SHRI SAMAR GUHA : May I know whether it is a fact that out of the 35 textile mills in West Bengal 22 have been closed down ? Is it also a fact that out of 210 applications for industrial licences up to 1-6-71 as many as 131 applications remain pending ? Is it also a fact that out of 210 applications for industries there are only 17 applications for new industries ? If so, what steps the government are going to take for opening the 22 closed textile mills and for clearing the pending industrial licences and for going into the causes for the rapid fall in the application for new factories in West Bengal ?

SHRI SIDDHESWAR PRASAD : As far as the closure of the old industries are concerned, the steps taken in this direction have been enumerated. We are making all efforts for the expeditious disposal of applications for new licences, as will be seen from the following figures. Earlier we had issued 51 licences in West Bengal and 17 letters of intent. Only during the last five months the position has improved. We have issued 47 licences and 52 letters of intent. As the House is aware, government is making all possible effort for bringing about a suitable change in the climate in West Bengal for industrial growth and development.

SHRI SAMAR GUHA : In the Statement laid on the Table the Haldia industrial complex has been mentioned. I want to know whether it is a fact that in 1963-64 a study team had recommended the setting up of eight industrial ventures in the Haldia complex, namely, oil refinery, dockyard and harbour, fertilizer plant, lubricating plant, naptha cracker plant and ship-building plant and if so, why only the oil refinery and the dock yard and harbour work are being undertaken ? Although the Petroleum and Chemicals Ministry have given clearance for the fertilizer plant, why clearance has not been given by the Centre ? What about the other projects ? When those projects are taken up there would be additional employment for at least 1½ lakhs of people in West Bengal.

SHRI SIDDHESHWAR PRASAD : As far as this development of Haldia Industrial Complex is concerned hon. Member is right that certain steps have been taken for the erection of petroleum refinery and also for Haldia Dock Project. As regards the Fertilisers Project the matter is under active consideration and we hope a decision will be taken soon in this matter. About other industrial complexes the matter is being processed.

SHRI S. M. BANERJEE : Apart from setting up of new industrial complexes, I would like to know what steps have been taken by the Government to stop the flight of capital from Calcutta and other places in West Bengal to various States. Whether Goverament has taken steps to see that these industrialists are not allowed to shift their industries to other places ?

SHRI SIDDHESHWAR PRASAD : This question of flight of capital from West Bengal was examined in great deal. It was found there was no flight of capital. The only thing is, there is no restriction for any industrialist to start a new unit in any State. Further we have not received any application from any industrial house of West Bengal for shifting their headquarters.

SHRI B. K. DASCHOWDHURY : In view of para (vi) of the statement eight districts of West Bengal have been selected for concessional finance and out of these eight, one district, which is Purulia, has been given further concessional finance to the extent of 10% central grant or subsidy. In view of that may I know from the Minister whether the other backward districts of West Bengal will be given similar grant or subsidy for the purposes of industrial development in those districts.

SHRI SIDDHESHWAR PRASAD : As a matter of policy we have selected a backward district in an industrially advanced State.

SHRI SUBODH HANSDA : Sir, may I know from the Minister what steps are being taken to solve the raw-material problem being faced by the industrial units ?

SHRI SIDDHESHWAR PRASAD : The matter of shortage of raw-material is constantly under review. There are certain items which are in short supply and we are making special efforts so that they are made available to the extent possible.

श्री ओंकार लाल बेरवा : बनर्जी साहब ने अभी कहा कि कारखानों को शिफ्ट किये जाने पर बैन लगा दिया जाये तो मैं मंत्री महोदय से जानना चाहता हूं क्या उन कारखानेदारों ने

आपके पास ऐसी दरखास्तें दी हैं कि चूंकि यहां पर हमारी सुरक्षा नहीं हो रही है, हमारे कारखानों को लूटा-खसोटा जा रहा है इसलिए हम कारखानों को यहां से उठाकर दूसरी जगह ले जाना चाहते हैं" (व्यवधान)""ज्यादातर राजस्थानियों के कारखाने पश्चिम बंगाल में हैं तो क्या उनको लूट-खसोट से बचाने की गारन्टी सरकार लेगी ताकि वे अपने कारखानों को वहीं पर रख सकें ? क्या उनकी रक्षा की गारन्टी सरकार लेगी ?

श्री सिद्धेश्वर प्रसाद : जैसा मैंने बताया कि ऐसा कोई सवाल हमारे सामने आया नहीं है। जहां तक शान्ति व्यवस्था का सवाल है, पूरा सदन इसपर एकमत है कि शान्ति व्यवस्था रहनी चाहिए ताकि उद्योगों का विकास हो सके।

Embankment Scheme along river Tista, approved by North Bengal Flood Control Commission

*932. SHRI B. K. DASCHOWDHURY : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether an embankment scheme along the river Tista, from Jalpaiguri to Jharsingheswar, was approved and sanctioned by the North Bengal Flood Control Commission authorities ;

(b) whether the approved scheme has been changed and work stopped at a point within the jurisdiction of Jalpaiguri District and not covering the areas within Cooch-Behar District ;

(c) if so, the reasons therefor ; and

(d) the time by which the said embankment scheme will cover Jharsingheswar and its neighbouring areas ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) to (d). A statement is laid on the Table of the House.

Statement

(a) The programme of works for 1971-72 approved by the North Bengal Flood Control Board at its first meeting held in April, 1971 includes the scheme for construction of embankment from Mondalghat to Bibiganj. The scheme for embankment from Bibiganj to Jharsingheswar is under preparation by the State.

(b) to (d). Out of the total length of 13 km of the embankment from Mondalghat to Bibiganj, 10 km lie in Jalpaiguri district and the balance in Cooch-Behar district. It has been reported by the State Government of West Bengal that a length of 8 km in Jalpaiguri district has been completed so far. Work in the balance length was held up as there was demand from the local people for shifting the alignment towards the river to bring in more area under protection. However, no change in the alignment has been contemplated by the State Government and the work is proposed to be completed along the original alignment in the next working season commencing Oct-Nov. 1971. Further extension to Jharsingheswar will be taken up after sanction of the scheme now under preparation.

SHRI B. K. DASCHOWDHURY : In view of the Technical Committee's report and the statement made by the hon. Minister, I would like to know whether this embankment will be so strong enough to contain 7 lakh cusecs of water in order to have effective flood control scheme in that area.

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : The embankment which is being constructed is quite strong enough for the purpose.

SHRI B. K. DASCHOWDHURY : The hon. Minister is good enough to state that the embankment will be extended to Jharsingheswar after receiving the detailed scheme from the State Government. In view of the fact that State Government and the Department of Irrigation is under the control of the Union Ministry, I would like to know how soon it will be received and the scheme completed.

DR. K. L. RAO : It should be submitted as early as possible. We have got the funds for that. As soon as the estimate is received, it will be taken up.

SHRI B. K. DASCHOWDHURY : What is the time-limit ?

DR. K. L. RAO : I can't say that.

Godavari Barrage

*934. SHRI B. S. MURTHY : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Andhra Pradesh Government have requested for any financial assistance for the construction of Godavari barrage ; and

(b) whether the work has been started and, if so, when it is likely to be completed ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) and (b). A statement is laid on the Table of the House.

Statement

(a) No, Sir.

(b) Godavari Barrage was constructed in 1848—52 and consists of four separate sections. As the barrage has been functioning for more than a century, it has deteriorated and developed huge cavities under the floor. An expert committee was appointed by the Government of India in 1965 and they declared the structure as unsafe and recommended that it should be replaced at the earliest. Ralli Section. was the worst and its replacement by a barrage has been approved by the Planning Commission. The construction work on the Ralli section was started in 1970-71 and is expected to be completed by June, 1973. Barrages on other sections are yet to be sanctioned.

SHRI B. S. MURTHY : May I know whether the experts committee appointed by the Planning Commission in 1965 suggested the way in which the barrage should be constructed and, if so, whether any technical assistance is being made available to the Andhra Government ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : The technical committee suggested that the present structure is outmoded and that they should construct a new one. The Government have advised that a new barrage is being constructed at the same place that was selected by them. As regards financial assistance, they are quite capable of doing it. It is a simple project. They have done the designing. They have come for technical check-up. There is not much that has got to be improved upon what they have done.

SHRI B. S. MURTHY : Is the hon. Minister aware that besides Ralli Section, not only Dhowleiswaram but also Bobberlanka sections are in a precarious condition and, if so, when will those sections be taken up for construction ?

DR. K. L. RAO : It is true that this Barrage which is the longest in India has got four sections. They are in a bad condition. Only one section is being taken up now. That is because of financial stringency. There is no financial allocation in the Fourth Plan, in the State Plan, and it is being financed with the help of collections from the people. If the State Government can find finances, and because the Barrage is under precarious condition, the work can be taken up in other sections also. It is a question of the State finding finances for that.

SHRI P. VENKATASUBBAIAH : In view of the fact that washing away of this Barrage is imminent at any time because of the floods, may I know whether the Government propose to go to the help of the Andhra Government in taking up this project ? This Barrage was constructed hundred years back. Lakhs of acres of land are being submerged there.

DR. K. L. RAO : It is not that they do not give money. It is all included in the State Plan itself. There is no doubt that the condition of the Barrage is bad. It is for the State Government to give priority, collect money from the people or, otherwise, raise resources of their own.

मध्य प्रदेश के अमलाई स्थित कागज मिल में रायल्टी संबंधी विवाद

*935. **डा० लक्ष्मीनारायण पाण्डे** : क्या **औद्योगिक विकास** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि रायल्टी

के विवाद के कारण अमलाई मध्य प्रदेश में कागज मिल के बंद हो जाने की सम्भावना है ; और

(ख) क्या रायल्टी का प्रश्न केन्द्रीय सरकार के विचाराधीन हैं ?

औद्योगिक विकास मंत्रालय में राज्य मंत्री (श्री घनश्याम ओझा) : (क) जहां तक हमें ज्ञात है, रायल्टी या कच्चे माल सम्बन्धी विवाद के कारण इस मिल के बन्द होने की कोई सम्भावना नहीं है ।

(ख) जी, हां ।

डा० लक्ष्मीनारायण पाण्डे : मैं मंत्री जी से यह जानना चाहूंगा कि यह प्रश्न केन्द्रीय सरकार के पास कब से विचाराधीन है तथा इस विवाद के उलझे रहने के कारण मध्य प्रदेश सरकार को कितने करोड़ रुपये जो प्राप्त होने चाहिये थें अब तक प्राप्त नहीं हो सके हैं ?

SHRI GHANSHYAM OZA : It is true that an agreement has yet to reach between the State Government and the mill about the royalty. As the hon. Member knows, forests are a State subject and we are not directly connected with that. We have however referred the matter to the Agriculture Ministry here to bring about an amicable settlement.

श्री हुकम चन्द कछवाय : कब से विचाराधीन है केन्द्रीय सरकार के पास इसका उत्तर नहीं आया ।

अध्यक्ष महोदय : आपके बड़े अच्छे सदस्य हैं, उनको बोलने दीजिये । I don't like such interruptions please.

डा० लक्ष्मीनारायण पाण्डे : मैंने स्पष्ट पूछा कि यह विवाद केन्द्रीय सरकार के पास कब से विचाराधीन है क्यों कि राज्य सरकार ने सिफारिश की है कि रायल्टी के बारे में मध्य प्रदेश सरकार और पार्टी के बीच में विवाद है इसलिये इस प्रश्न को केन्द्रीय सरकार सुलझाये । तो आप बतावें कि आपके पास यह कब से विचाराधीन है, और जो विवाद के मुद्दे हैं वे क्या-क्या हैं ?

SHRI GHANSHYAM OZA : The fact is that they have already got some forest land in their possession and they are going on with the production. For the expanded capacity they have already been assigned additional land about the rate of which an agreement is to be reached between the State Government and the unit. The matter has been referred to us by the State Government and we are trying through Ministry of Agriculture to bring about an amicable settlement. The hon. Member can rest assured that because of the uncertainty of rate of royalty the mills will not be allowed to close down.

SHRI ANANTRAO PATIL : May I know from the hon. Minister as to whom the mill belongs—Birlas or the Somanis ?

SHRI GHANSHYAM OZA : It b longs to the Birlas.

श्री आर० वी० बड़े : मैं यह जानना चाहता हूं कि बिड़ला की तरफ रायल्टी का कितना अमाउन्ट है और कितने साल से बकाया है ?

SHRI GHANSHYAM OZA : So far as the State Government is concerned, there are no arrears according to our information.

Setting up of Additional Factories for Manufacture of Gold Spot

*936. SHRI R. P. YADAV : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether Government have permitted Messrs. Gold Spot to set up some additional factories to manufacture Gold Spot ;

(b) if so, the location of the proposed factories ; and

(c) the source of raw material for the additional plants ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT (SHRI MOINUL HAQUE CHOUDHURY) : (a) No, Sir.

(b) and (c). Do not arise.

श्री राजेन्द्र प्रसाद यादव : मैं मंत्री जी से यह जानना चाहूंगा कि कोकाकोला की जांच से पता चला है कि उसमें इस तरह के तत्व हैं जो स्वास्थ्य के लिये हानिकारक हैं, तो क्या गोल्ड स्पाट की भी इस तरह की जांच हुई है ? यदि हां, तो उसमें क्या तत्व पाये गये हैं ?

अध्यक्ष महोदय : कुछ होता तो उसे निकालते । बोतल खाली है ।

रेलवे में चोरी, डकैती की घटनाएं रोकने के उपाय

*937. **श्री पी० नरसिम्हा रेड्डी :**
श्री रामावतार शास्त्री :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गत वर्ष रेलवे बजट पर वाद-विवाद के दौरान कुछ संसद् सदस्यों ने सरकार को सुझाव दिया था कि रेलवे में चोरियों, डकैतियों तथा अन्य समाज-विरोधी गतिविधियों को समाप्त करने सम्बन्धी उपायों पर विचार करने के लिए रेलवे के सभी वर्गों की सक्रिय यूनियनों का सम्मेलन बुलाया जाये ; और

(ख) क्या सरकार ने उपर्युक्त सुझाव पर विचार किया था और यदि हां, तो उस पर क्या निर्णय किया गया है ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). Suggestions made by Members of Parliament during the debate on the Railway Budget relating to improvement of railway working, including ways and means to put an end to thefts, dacoities and other anti-social activities, are examined promptly with due regard to the feasibility of implementation and availability of the resources. It is in this context that an announcement was made on 15.6.71 in the Lok Sabha during the debate on the current Railway Budget that the Minister for Railways proposes to set apart half a day in a week for meeting labour leaders for discussing various problems.

SHRI P. NARASIMHA REDDY : Has any action been taken in pursuance of this announcement to hold such meetings with the Labour leaders ?

SHRI MOHD. SHAFI QURESHI : We have already had two meetings with the Labour Leaders.

SHRI P. NARASIMHA REDDY : What other steps are proposed by the Ministry to reduce these anti-social activities in the railways in addition to meeting labour leaders ?

SHRI MOHD. SHAFI QURESHI : The Railways have taken various steps. We are also in constant touch with the State Governments as the law and order situation is primarily the responsibility of the State Government. So far as the Railways are concerned, they are doing their part in consultation with the State Governments.

श्री भान सिंह भोरा : मैं मंत्री जी से जानना चाहता हूं कि यहां पर जो जाखल लाइन है इस लाइन पर लूट पाट ज्यादा होती हैं और यह अखबारों में आया है कि लूटने में पुलिस वालों का हाथ होता है । इसलिये मंत्री जी इस बारे में कोई कदम उठायेंगे जिससे आगे ऐसी बातें न हों ?

अध्यक्ष महोदय : यह एक आम सवाल है । इसको उन्होंने नोट कर लिया है ।

That is a suggestion ; not a question. He has noted it.

श्री हुकम चन्द कछवाय : जो रेलवे के अन्दर चोरी होती है, यात्रियों का सामान चोरी जाता है और गोदाम से सामान चोरी जाता है, तो जहां पैसेन्जर्स चलते हैं उनके साथ गाड़ियों में पुलिस के जवान देने की कोई योजना आपके सामने है ? और यदि नहीं है, तो इस बारे में विचार कर रहे हैं ताकि उनके साथ पुलिस चले और गोदाम में भी और ज्यादा पुलिस तैनात करेंगे जिससे चोरी को रोका जा सके ? आपने बताया कि हमने कुछ यूनियन के लोगों से बातचीत की है, तो कौन-कौन सी यूनियन से बातचीत

की है, और इस बातचीत में क्या भारतीय मजदूर संघ की यूनियन से भी कोई चर्चा की है ?

श्री मुहम्मद शफी कुरेशी : रिकग्नाइज्ड यूनियन्स के नुमाइन्दो से बातचीत की है लेकिन जो यूनियन्स रिकग्नाइज्ड नही हैं उनके नुमाइन्दों से भी बातचीत करने के लिये तैयार हैं और उनसे सलाह मश्विरा करने के लिये तैयार हैं ।

जहां तक माल गाडियों की हिफाजत का प्रश्न है वहां पर पैट्रोलिंग ज्यादा कर दी गयी है और जिस एरिया में चोरी ज्यादा होती है वहां पर पैट्रोलिंग और ज्यादा बढ़ा दी गयी है, पुलिस की तादाद भी बढ़ा दी गयी है ।

श्री हुकम चन्द कछवाय : सवारी गाड़ियो मे जो यात्रियों को लूटा जाता है उन सवारी गाड़ियों के अन्दर कुछ पुलिस के जवान रखने को मंत्री जी तैयार हैं ?

श्री मुहम्मद शफी कुरेशी : जहा पर ये वाकयात होते हैं वहां पर रात की गाड़ियों मे पैट्रोलिंग शुरू कर दी गयी है और दिन के वक्त भी पुलिस का इंतजाम किया गया है ।

SHRI D. N. TIWARY : The Minister stated that he has taken several steps in consultation with State Governments and has called the meeting of the various trade unions also. With all these steps what improvements have been brought about ? I want to know whether the thefts have been stopped or are on the way of being stopped.

SHRI MOHD. SHAFI QURESHI : There has been a slight improvement. But, as the Hon. Member knows, the situation in the Eastern sector is far from satisfactory. The Government is endeavouring to take every step to see that normal law and order situation is brought about in that area. That would also effect the improvement in the functioning of the Railways. In other sectors there has been slight improvement, but I agree that much need to be done.

श्री शंकर दयाल सिंह : मैं मंत्री महोदय से जानना चाहता हूं कि यह जो चोरी, डकैती इतनी बड़ी संख्या में हो रही है उसमें क्या किसी पोलिटिकल गिरोह या पोलिटिकल पार्टी का भी हाथ है ?

श्री मुहम्मद शफी कुरेशी : इस सवाल का जवाब देना मुश्किल है । किसी सियासी जमात का इसमें हाथ नहीं है ।

श्री शंकर दयाल सिंह : अखबारों में रिपोर्ट आती है कि नक्सलाइट लोगों का हाथ है तो इस बारे में भी कोई सूचना आपके पास है ?

अध्यक्ष महोदय : आर्डर प्लीज ।

Employees' participation in the management of Railways

*938. SHRI N. E. HORO : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have considered a proposal regarding participation of employees in the management of Railways ; and

(b) if so, the decision taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). The Railway labour are already participating in certain spheres of Railway management activities. The question of extension of these areas is reviewed from time to time and further steps in this connection would be taken as and when considered feasible.

SHRI N. E. HORO : The hon. Minister well nigh said that it was not feasible to allow participation of railway labour in the Administration. Even though, I would like to know the areas where they are allowed participation, and the areas where Government have not found it feasible to allow them ? Secondly, will the hon. Minister go a step further and say very bodly that Government would allow labour full participation in the management of railways ?

SHRI MOHD. SHAFI QURESHI : The Railway Board appointed a special officer in 1959 to go into this aspect of the matter about

how best to have participation of labour in the management of railways. At this stage, it is only confined to labour welfare and employees' welfare activities, and there we are getting the active association and participation of the employees. This sphere can be widened, but since the railway is a very complex institution by itself, therefore, it will take some time to consider all these matters.

श्री अटल बिहारी वाजपेयी : सवाल रेलवे बोर्ड किस अफसर को नियुक्त करे इसका नहीं है, सवाल रेलवे बोर्ड में रेलवे कर्मचारियों को प्रतिनिधित्व दिये जाने का है। जो कारखाने चल रहे हैं पब्लिक सेक्टर में, उनके प्रबन्धमंडल में कर्मचारियों के प्रतिनिधि सम्मिलित किये जा रहे हैं, तब क्या रेलवे कर्मचारियों को इससे वंचित रक्खा जायेगा ?

श्री मुहम्मद शफी कुरेशी : जहां तक रेलवे बोर्ड में रेलवे एम्प्लायीज के पार्टिसिपेशन का ताल्लुक है, यह मामला जेरे गौर है। इस पर अभी कोई फैसला नहीं किया गया।

SHRI A. P. SHARMA : Is it a fact that a lot of discussion has already started with the recognised labour unions for working out a scheme for participation of workers in management and decision-making, and if so, how much time is it likely to take to finalise the scheme ?

SHRI MOHD. SHAFI QURESHI : Yes; the hon. Member is himself a member and it depends upon how long he will take to submit his report.

SHRI B. S. MURTHY : Is it a fact that the railway employees are not allowed to become members of railway users' consultative committees ? May I also know whether it is a fact that one Harijan member from Madras who has been nominated in the Madras Zonal Railway Users' Consultative Committee has been asked not to attend the meetings ?

श्री एस० एम० बनर्जी : अभी मंत्री महोदय ने कहा कि मामला जेरे गौर है। मैं जानना चाहता हूं कि जब दोनों रिकग्नाइज्ड फेडरेशनों से बात चीत चल रही है और दोनों इस बात को चाहती हैं कि रेलवे की तरक्की हो और उसमें काम सुचारु रूप से चले तब वह कौन सी वजह है जिसकी वजह से देरी हो रही है, सरकार की वजह से या एम्प्लायीज की वजह से ?

श्री मुहम्मद शफी कुरेशी : इस मामले की नवैयत इतनी अहम है और यह इतना बड़ा महकमा है कि लेबर यूनियनें और सरकार के दोनों ही महकमे इस बात पर जोर दे रहे हैं कि इस मामले को जल्द से जल्द तय किया जाना चाहिये। मेरा मतलब रेलवे बोर्ड और रेलवे मिनिस्ट्री से है। इसमें कुछ टाइम लगेगा, लेकिन एम्प्लायीज भी, लेबर यूनियनें भी और सरकार भी चाहती हैं कि इस मामले का जल्दी से जल्दी फैसला किया जाये।

SHRI CHAPAL BHATTACHARYYA : Will the hon. Minister of Railways kindly state whether the question of participation of workers in the management is limited only to the Railway Board or at all levels, and whether active help and cooperation of these employees has been sought for particularly at different centres where there is leakage and corruption in order to put a stop to them ?

SHRI MOHD. SHAFI QURESHI : The idea of participation is not only at the higher level, but the idea is that it should go down to the lowest level.

श्री राम सहाय पाण्डे : रेलवे कर्मचारियों को रेलवे बोर्ड में प्रतिनिधित्व देने के सम्बन्ध में जब आपने चेअरमैन को इस मामले को रिफर किया तो उन्होंने क्या राय दी ?

श्री मुहम्मद शफी कुरेशी : अभी तक न यह उनकी नोटिस में लाया गया है और न उनकी राय ली गई है।

Railway Accidents on Indian Railways during 1971

*940. SHRI P. GANGADEB :
SHRI S. M. KRISHNA :

Will the Minister of RAILWAYS be pleased to state :

(a) how many Railway accidents took place

from the 1st April, 1971 to 30th June, 1971 month-wise ;

(b) in how many cases enquiry was conducted and what are the findings ; and

(c) the amount of loss and the number of persons killed, separately in each accident ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) (a) During April 71, May 71 and from 1. 6. 71 to 15. 6. 71 (up to which date information is available) there were 83, 78 and 40 train accidents respectively in the categories of collisions, derailments, train running into road traffic at level crossings and fires in trains on the Indian Government Railways.

(b) All these accidents were inquired into. Of the 194 cases, the causes of which have been ascertained so far, 96 were due to failure of railway staff, 44 due to acts of other than railway staff and 31 due to failure of railway equipment. Of the remaining cases, 19 were accidental in nature for which no one was held responsible, in 3 cases the cause could not be precisely determined and 1 case was due to sabotage.

(c) The cost of damage to railway property as a result of collisions, derailments, level crossing accidents and fires in trains for the period 1.4.1971 to 15.6.1971 has been estimated at approximately Rs. 6,05,871/-, Rs. 7,91,992/-, Rs. 12,455/- and Rs. 1,00,119/- respectively. The number of persons killed as a result of these categories of accidents was 10, 3, 19 and 12 respectively.

SHRI P. GANGADEB : The Hon. Minister stated that 44 accidents were due to causes unconnected with acts of railway staff. What are those accidents and what steps have been taken to prevent them ?

SHRI MOHD. SHAFI QURESHI : Most of these accidents were on the unmanned railway crossing, Government are looking into this matter. As has already been stated by the hon. Minister in reply to the budget debate, Government are thinking of constructing more over and under-bridges.

SHRIMATI LAKSHMIKANTHAMMA : In the third class and other compartments, due to the heavy rush, young men and students have to hang on outside the compartments and sometimes they dash against the signal post which is very close by. So many accidents take place on account of this. The other day I saw the deadbody of a person who died by such an accident lying on the road. Is there any proposal to shift the signal posts a little further away from the outside of the compartments so as to avoid such accidents ?

SHRI MOHD. SHAFI QURESHI : There is a proposal to educate people to travel in the compartment and not hang outside it.

SHRIMATI LAKSHMIKANTHAMMA : That serves no purpose. Only the other day I saw the victim of such an accident.

Running of trains on uneconomic Railway lines by Private Parties

*941. SHRI JAGANNATH MISHRA: Will the Minister of RAILWAYS be pleased to state : (a) whether, before closing down uneconomic Railway lines, Government propose to invite such parties through advertisement who could undertake the responsibility of running the said lines under the technical supervision of the Railway Board ;

(b) whether the said lines would be continued in case the Railway users of the area, Panchayat Samitis, industrial units etc. assure to make good the loss based on some formula ; and

(c) if so, whether Government propose to explore such possibilities ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) No, Sir.

(b) and (c). No such proposal has been received so far. The matter will be examined on merits, if any specific proposal is received.

SHRI JAGANNATH MISHRA : May I know the names of the lines to be closed down because they are running at a deficit, and the steps Government propose to take to see that they may continue to function in the interests of the nation ?

SHRI MOHD. SHAFI QURESHI: On our present reckoning, there are 75 uneconomic branch lines on the Indian Government railways. Of these, 10 are broad gauge, 26 metre gauge and 39 narrow gauge. If the hon. Member wants the break-up I can also give it. But immediately we are closing Kunkava-Dardi on the Western Railway, Lataguru-Ramshal on the N.F. Railway and Jorhat Neamati on the N.F. Railway.

SHRI P. VENKATASUBBAIAH: In view of the fact that these uneconomic railways are going to be abolished, may I know whether the State Governments will be consulted and whether any proposal will be made to the State Governments to come to the aid of the Central Government so as to keep these railways going?

SHRI MOHD. SHAFI QURESHI: Before a final decision is taken on closing down a particular line, the State Governments are consulted.

Mode of addressing the Judges of High Courts and Supreme Court

*942. SHRI C. K. CHANDRAPPAN: Will the Minister of LAW AND JUSTICE be pleased to state: (a) whether Government have received a copy of a Resolution passed by the Kerala Advocates Association in 1969 that the mode of addressing the Judges of the High Courts and the Supreme Court as "Me Lord" "Your Lordship" and "His Lordship" in the Court be discontinued; and

(b) whether Government have taken any steps to discontinue the relics in addressing the Judge and carrying of a silver covered mace by a mace bearer in front of the Judge as he comes to and goes from the court room?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI NITIRAJ SINGH CHAUDHARY): (a) No Sir.

(b) The manner of address, procedure and practice in the High Courts are matters for consideration by the Chief Justices of the High Courts. It would not be appropriate for Govt. to interfere in these matters.

SHRI C. K. CHANDRAPPAN: The answer is really very disappointing because we are living in a period when the concept of responsibility has greatly changed. May I know whether the Government would reconsider the position it had originally taken regarding this matter?

MR. SPEAKER: He is not asking a question. He says: let it be reconsidered. Are you leaving it to the Judges or....

SHRI NITIRAJ SINGH CHAUDHARY: The matter is left to the Judges to decide.

SHRI C. K. CHANDRAPPAN: The Minister said that the matter would be left to the judiciary. I do not know why in the present situation, when even the Vatican is changing the dress of the nuns and priests, Government is, insisting on this.

MR. SPEAKER: What, do you want to clash with the judiciary?

THE MINISTER OF LAW AND JUSTICE (SHRI H.R. GOKHALE): This question of using these honorifices like "Your Lordship" and "Your Honour".....

MR. SPEAKER: I do not want them to be used for me.

SHRI H.R. GOKHALE: .....is not a matter of law. There is no law laying down whether this should be used or not.

MR. SPEAKER: If you call me as Mr. Speaker, why not the Chief Justice as Your Lordship?

SHRI H. R. GOKHALE: I am not against the suggestion personally, and if the law had permitted Government's interference in this matter, probably Government would have reconsidered this matter. This has come down as a matter of tradition. So far as Government is concerned, as early as 1952 when this question was raised, Government took the view that so far as Government addressing the Judges as in the past, Hon. Mr. Justice so-and-so etc. It was discontinued as a result of a top level decision taken in 1952. Since there is no law, Government will not use them. They will not use them with reference to individual persons also. It used to be hon. Minister. Now everybody is Mr. or Shri.

There is no law binding the Judges to allow this or not to allow this. Therefore, it is better left to be decided between the Bench and the Bar.

श्री अटल बिहारी वाजपेयी : कोई यह नहीं चाहता कि सरकार अदालतों में हस्तक्षेप करे। लेकिन क्या सरकार इस सम्बन्ध में संसद् की राय से अदालतों को परिचित कराएगी कि संसद्, योअर लार्डशिप, योअर आनर, कहा जाए, इसको पसन्द नहीं करती है ?

SHRI H. R. GOKHALE : I am not aware that Parliament as such has passed any resolution on this. If and when this House expresses a positive opinion, I am sure Government will have to take note of it and take steps accordingly. At one time when the question arose the Chief Justice gave the view that there was no need for making any change in the present practice.....(*Interruptions*)

MR. SPEAKER : I think we should drop this now.

SHRI S. M. BANERJEE : We have got the same regard for the Judges. But suppose I want to translate the terms My Lord, Your Lordship, His Lordship, etc. in Hindi, what should I do? मेरे आका, मेरे हुजूर ! (*Interruptions*) Sircar? We address you as Mr. Speaker. In all fairness this should be discontinued.

MR. SPEAKER. Is it a speech or a question ?

SHRI S. M. BANERJEE: My question is whether our feelings will be conveyed to the Judgesthat in a democratic country where there is no title such as Sir, no knighthood.....

MR. SPEAKER : We leave to the Minister to do, as he thinks fit or to the good sense of the lawyers when they plead, because they are the people who are to address.

Reduction of water supply in Muzaffarpur on construction of Eastern Canal from Gandak Project

*943. SHRI N. K. SINHA : Will the Minister of IRRIGATION AND POWER be pleased to state : (a) Whether the construction of the Eastern Canal from the Gandak Project for supply of water to Nepal has resulted in the reduction of water supply to the distributaries of the Gandak project's main canal passing through Muzaffarpur District (Bihar) during the months of December to June, contrary to the provisions of the Project Report ; and

(b) if so, the steps Government propose to take to mitigate the hardship thus caused to the farmers in the Muzaffarpur District ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) The construction of the Nepal Eastern Canal has been taken up per agreement with the Government of Nepal. This will not decrease the water supply in Tirhut main canal system.

(b) Does not arise.

SHRI N. K. SINHA : How many cusecs of water per second pass through the Tirhut main canal and how many cusecs in Nepal East canal as per the original Gandak project report for the period December to June ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : The original Gandak project report had been revised in 1969 and it was again subject to agreement between Nepal and India. It has undergone some changes. For the Rabi period, December to June there has not been any specific allotment ; all that was said was that anything between 20 to 30 per cent of the area will be irrigated. What is to be allowed to Nepal for the Rabi crop is subject to agreement between Nepal and India ; it is not definite.

SHRI N. K. SINHA : Has there been any revision in the original schedule of distribution of water between Nepal and India in 1969, as disclosed by the hon. Minister ?

DR. K. L. RAO : In the original agreement for the Eastern Nepal canal the amount of water provided for kharif crop was about 630 cusecs ; later on at the request of the Nepal Government consistent with the agreement we had agreed to 850 cusecs, al out 200 cusecs more are allowed now.

SHRI N. K. SINHA : What alternative arrangements are proposed for the people in Bihar in lieu of additional water supply to Nepal ? It is a chronically drought area and the

hon. Minister must have some alternative arrangements in his mind.

DR. K. L. RAO : The amount of water allowed for Nepal, as I said, is about 200 cusecs more. 200 cusecs in 30,000 cusecs that will be allowed in the Indian canal is hardly anything, it does not have any impact.

SHRI BISHWANATH ROY : May I know whether the supply of water to Nepal has caused in any way insufficiency of water supply to the eastern and western canals ?

DR. K. L. RAO : I do not expect that. As I said just now, the amount of water that could be supplied in the kharif period in the eastern Gandak canal is 30,000 to 31,000 cusecs and that in the Nepal canal is 1,000 cusecs.

(Interruption)

MR. SPEAKER : Next question.

SHRI D. N. TIWARY : Sir, we are concerned very much with the Gandak canal. Only one supplementary has been put

MR. SPEAKER : There have been three of them already.

SHRI D. N. TIWARY : May I know, with all the changes in the alignment and the estimates of this Gandak project which was the best project in India, how long it will take for the Government to give water to the western canal, that is, from Uttar Pradesh to Bihar, and when is the work going to be completed ?

DR. K. L. RAO : The hon. Member has mentioned about the western canal. It is quite correct that the western canal is better ; I think it has a better chance of being utilised. But I am very sorry to say that in the Gandak canal, in spite of our calling it is the best project and so on, the utilisation on the eastern side is very bad, so far. But on the western side, I am sure it will be much better, in some of the districts in particular, I expect that the work on the Saran canal will be completed, except its link-up with the Uttar Pradesh side, UP portion. I expect this work to be done in two years.

MR. SPEAKER : Mr. Samar Guha will be called in the second round.

SHRI KRISHNA HALDER : He has authorised me to put the question.

MR. SPEAKER : When we come to the second round ; not earlier. That is the rule. If we finish the list, then in the second round, the hon. Members who have been authorised have a chance to ask the question I hope we will finish one round. Next question.

ईंटों के मूल्य में वृद्धि

*945. **श्री महा दीपक सिंह :** क्या **औद्योगिक विकास** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या ईंट का मूल्य 30 रुपये प्रति हजार से बढ़कर 60 रुपये प्रति हजार हो गया है ; और

(ख) यदि हां, तो ईंटों के मूल्य को नियंत्रित करने के लिये सरकार का क्या कार्यवाही करने का विचार है ?

औद्योगिक विकास मंत्रालय में राज्य मंत्री श्री घनश्याम ओझा) : (क) पिछले एक वर्ष में कुछ प्रकार की ईंटों पर एक रु० से 10 रु० हजार तक की वृद्धि हुई है ।

(ख) ईंटों के मूल्य पर नियंत्रण करने का कोई प्रस्ताव सरकार के विचाराधीन नही है ।

श्री महा दीपक सिंह : मैं मंत्री महोदय से यह जानना चाहता हूं कि जो दस रुपये के हिसाब से कीमत बढ़ाई गई है वह किस किस्म की ईंट पर बढ़ाई गई है और क्या उसके साथ में कोयले की भी कीमत घटी बढ़ी है ?

SHRI GHANSHYAM OZA : This question relates to ordinary bricks ; not fire bricks. The question relates to the bricks which we use as building material, and the reply also relates to that. It is true that certain sectors are experiencing some difficulty about coal. We are looking into it and trying to see that it is solved.

श्री महा दीपक सिंह : मैं आप के माध्यम से यह जानना चाहूंगा कि कितनी मूल्यवृद्धि तक सरकार का नियंत्रण करने का विचार है ।

SHRI GHANSHYAM OZA : The price is not controlled under any legislation ; because it is a State subject. It is for the States to make any enactment if they so choose to. The Centre has nothing to do with it.

श्री भान सिंह भौरा : मैं मिनिस्टर साहब से यह जानना चाहता हूं, उन्होंने अभी कहा कि यह स्टेट सबजेक्ट है, आजकल पंजाब में ईंटों का रेट 80 रुपये प्रति हजार हो गया है, तो क्या इसको आप कंट्रोल करने को तैयार है ? क्योंकि यह तो आपके ही मातहत है, वहां प्रेसीडेंट्स रूल है ।

SHRI GHANSHYAM OZA : He may draw the attention of the Punjab Government to this aspect. As I said, the price has risen from Rs. 6 to Rs. 10, according to our information. It is not a subject with which the Centre is directly concerned. We will pass on this information to the State Government.

श्री हुकम चन्द कछवाय : क्या मंत्री महोदय के ध्यान में यह बात है कि इस समय ईंटों के दाम सारे देश के अंदर क्या चल रहे हैं ?..... **(व्यवधान)**..... यह बड़े महत्व का सवाल है । यह जो सारे देश में असमानता है उसके लिए मंत्री महोदय कौन से उपाय करने जा रहे हैं ?

Setting up of Benches of High Courts outside Headquarters

*946. SHRI BALATHANDAYUTHAM : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) which of the High Courts in India have established Benches at places other than the Headquarter of such High Courts ;

(b) whether Governments of Tamil Nadu and Kerala have been pressing for permission to establish a Bench at Madurai and Trivandrum respectively ;

(c) if so, the action taken on their requests; and

(d) the principle involved in permitting certain High Courts alone in setting up Benches outside headquarters ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI NITIRAJ SINGH CHAUDHARY) : (a) and (d). A statement giving the requisite information is laid on the Table of the House.

(b) and (c). There is no proposal either from the Government of Tamil Nadu or from the Government of Kerala for the establishment of a Bench of the High Court at a place other than the principal seat of the High Court.

Statement

(a) The following High Courts have Benches at places other than the principal seat of the High Court :-

	Name of High Court	*Principal Seat*	*Benches*
1.	Allahabad High Court	Allahabad	Lucknow
2.	Madhya Pradesh High Court	Jabalpur	Gwalior and Indore
3.	Bombay High Court	Bombay	Nagpur.

(d) Formerly there was a Chief Court of Oudh at Lucknow serving the Oudh region of Uttar Pradesh and the High Court of Allahabad serving the rest of the Province. By the United Provinces High Court (Amalgamation) Order, 1948, the High Court in Allahabad and the Chief Court in Oudh in Lucknow were amalgamated into a single High Court by the name of the High Court of Judicature at Allahabad. It was found necessary for the administration of justice to have a Bench at Lucknow to exercise jurisdiction in respect of cases arising in such areas in Oudh as the Chief Justice of the High Court may direct. Accordingly, the Lucknow Bench was set up in 1948.

Previously there was a High Court at Nagpur. After re-organisation of States when this area became part of the State of Maharashtra with Headquarters at Bombay, it was decided to continue one High Court for the whole State with its principal seat at Bombay and a Bench

at Nagpur. Section 41 of the Bombay Reorganisation Act, 1960 provided for a Bench of the Bombay High Court at Nagpur to exercise jurisdiction and power of the High Court in respect of cases arising in the Districts of Buldana, Akola, Amravati, Yeotmal, Wardha, Nagpur, Bhandara, Chanda and Rajura. The Bench at Nagpur was set up in pursuance of this provision.

Gwalior and Indore were important seats of administration of the former princely States. With the merger of the States, the territory of Madhya Bharat was created and later the State of Madhya Pradesh came into being. The Benches of the Madhya Pradesh High Court at Gwalior and Indore were set up under Section 51 of the States Reorganisation Act, 1956 in order to maintain the continuity of the facilities earlier available to the people of the various areas.

In all these cases the decision to set up Benches was taken in the public interest, i. e. in the interest of administration of justice and for the convenience of the litigants, who had been used to these facilities at those places.

SHRI BALATHANDAYUTHAM : Is the Government aware that the poor peasants of Kanyakumari district of Tamil Nadu and Southern parts of Kerala have been persistently demanding a bench in Madurai for Tamil Nadu and a bench at Trivandrum for Kerala, because they have to travel hundreds of miles—it is nearly 400 miles from Kanyakumari to Madras since the reorganisation of States ?

SHRI NITIRAJ SINGH CHAUDHARY : No such request has come to the Government so far.

SHRI BALATHANDAYUTHAM : Will Government consider such a proposal if it comes from the Government of Tamil Nadu or from the people ?

SHRI NITIRAJ SINGH CHAUDHARY : It is for the State Government to take a decision and if the State Government approaches the Central Government, the matter would be considered here.

SHRI T. BALAKRISHNIAH : The principle is that justice has to be carried to the door of the people. If so, will the Government consider the reorganisation of the judicial department and establish additional benches in places other than the State headquarters ? Will Government consider establishing an additional bench at Tirupathi in Andhra Pradesh ?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. GOKHALE) : This question was considered on more than one occasion. The Law Commission gave a definite opinion that constitutions of benches, whether of the High Courts or of the Supreme Court, at other places will lead to the efficiency of the courts being impaired. So, they were positively against any demand for constituting benches. The Chief Justice of India also took the view that unless it was imperative in public interest, such a demand should not be encouraged. As hon. members know, the High Courts of Allahabad, Madhya Pradesh and Bombay have benches in some other places where it was found necessary in public interest, therefore, if at a particular place in public interest it is thought necessary, the best authority to consider it in the first instance is the State Government in consultation with the Chief Justice of the High Court. If a proposal is made and if public interest requires it, certainly such a proposal will be considered.

Decrease in orders for wagons placed with Indian Standard Wagon Company Ltd., Burnpore

*948. SHRI INDRAJIT GUPTA : Will the Minister of RAILWAYS be pleased to state :

(a) Whether orders placed with the Indian Standard Wagon Company Ltd., Burnpore for Railway wagons have decreased over the orders for previous years;

(b) if so, the reasons for the decrease ;

(c) whether he is aware that due to shortage of orders, Indian Standard Wagon management is laying off its workers and may retrench some of them; and

(d) whether orders for wagons will be increased in the near future ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes, Sir.

(b) (i) Less production by the firm during the previous years.

(ii) Less requirements of wagons.

(c) This Ministry is not aware of such a situation.

(d) Further orders on the firm will depend on the Railways' requirements of wagon for traffic and the firm's performance.

SHRI INDRAJIT GUPTA : What was the number of wagons ordered from this firm during 1970-71 and what is the extent of the shortfall in the production ?

SHRI MOHD. SHAFI QURESHI : There is a huge backlog of this firm. In 1960-70, there was a backlog of 2634 wagons. In 1970-71, the backlog of 1759. Fresh orders placed on the firm by the railways are 397.

SHRI INDRAJIT GUPTA : Has the Government taken any steps to find out the reasons for this unsatisfactory performance of the company and whether in future it will be possible for them to fulfil their orders or whether these orders will have to be allocated to some other firms ?

SHRI MOHD. SHAFI QURESHI : From 1966-67 onwards, the production of this firm had fallen considerably as compared to 1965-66. The main reason given by the company is go-slow tactics and labour troubles. There was a lock-out from September,1967 to April, 1968. These are some of the reasons why there was a short-fall in production.

Setting up of Super Thermal Power units in Madhya Pradesh

*951. SHRI N. K. SANGHI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Madhya Pradesh Government has urged the Central Government to set up super thermal power units in the coal belt area of the State to help solve the power shortage not only in Madhya Pradesh but also in the neighbouring States i. e. Rajasthan, Maharashtra and Uttar Pradesh ;

(b) whether it has been pointed out to the Central Government that the State has enough coal resources to feed such power stations and power can be generated at a considerably low cost; and

(c) if so, whether the Central Government have considered the proposal and their reaction in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) to (c) A statement in laid on the Table of the House.

Statement

(a) and (b) : Yes, Sir.

(c) The Central Government have carefully considered the position and large thermal extension project with a total installed capacity of 1.7 million kW have been included in the proposals for Madhya Pradesh in the Decade Plan for Power Generation upto 1980-81. It may be pointed out that location of super power thermal stations cannot be decided on the basis of availability of coal alone; but planners have to take into account a number of factors like availability of water and coal, location of load centres etc.

SHRI N. K. SANGHI : The answer laid on the Table is hardly any answer. It has been said that a target of 1.7 million kW has been set for the development of thermal projects in the Decade Plan. May I know what is the capacity to be generated for thermal plant in M. P. in the current five year plan ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : In the current plan, they will be adding only very little—about 50 MW, because as it is, M. P. is surplus in power. Now that the load of the aluminium plant is coming up, during the next 10 years, we hope to instal thermal plant capacity of 1.7 million kW.

SHRI N. K. SANGHI : You have clarified that the setting up of the thermal plant is not based on the nearness of coal or water, but many other factors are involved. May I know whether you have any project for establishing a thermal plant in Rajasthan, as there is acute shortage of electricity there ?

DR. K. L. RAO : Rajasthan is one of the States where there is no source—hydel or thermal. In the 10 year plan that we are visualising now, we are not only going to expand the atomic power station at Ranapratapsagar but wo are also going to have another thermal plant station at Kotah.

WRITTEN ANSWERS TO QUESTIONS

Reconstitution of Khadi and Village Industries Commission

*933. SHRI DHARAM RAO AFZALPURKAR :

Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether Government have taken any decision for the reconstitution of the Khadi and Village Industries Commission in the light of the recommendation of the Asoka Mehta Committee ; and

(b) if not, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT (SHRI MOINUL HAQUE CHOUDHURY) : (a) and (b). The matter is under consideration. It was necessary to get the comments of the State Governments, Khadi and Village Industries Commission, various Ministries/Departments of the Central Government, the Rural Industries Planning Committee and the Planning Commission before a decision could be taken on the recommendation of the Asoka Mehta Committee.

Bench of Supreme Court in South

*939. SHRI C. JANARDHANAN : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether Government are aware of the hardships caused to clients of South Indian States in seeking remedies from the Supreme Court due to its location in New Delhi ; and

(b) if so, whether Government have any proposal to establish a bench of the Supreme Court at a convenient place in the South ?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. GOKHALE) : (a) Government are not aware of any particular hardship to litigants in South Indian States. The hardship, if any, caused to the litigants of Southern States may apply equally to litigants of other regions.

(b) There is no proposal to establish a Bench of Supreme Court at any other place.

Implementation of Orders of Home Ministry regarding Scheduled Castes and Scheduled Tribes by Railway Board

*944. SHRI SAMAR MUKHERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether his Ministry has taken any decision to implement the orders and instructions issued by the Home Ministry regarding fixation of seniority, confirmation, reservation, selection etc., of Scheduled Castes and Scheduled Tribes, in the Railway Board ;

(b) if not, the reasons therefor ; and

(c) when a decision is likely to be taken in this regard ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) The instructions issued by the Ministry of Home Affairs regarding seniority, confirmation, reservation, selection etc. of Scheduled Castes/Scheduled Tribes are being followed in respect of the Secretariat staff of the Railway Board.

(b) and (c). Do not arise.

Central assistance for Rajasthan Canal Project

*947. SHRI G. VENKATASWAMY : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Chief Minister of Rajasthan has pleaded that both phases of the Rajasthan Canal Project should be financed by the Central Government, as a scheme of such dimension was beyond the financial capacity of the State ; and

(b) if so, the reaction of the Government thereto ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : (a) and (b). The Chief Minister of Rajasthan had requested the Centre for additional financial assistance for the Rajasthan Canal as a project of National importance.

The question of taking over major irrigation projects by the Centre was considered by the

National Development Council in 1964 and it was decided that adequate earmarked Central assistance should be provided for these projects but they should continue to form part of the State Plan. Accordingly, Rajasthan Canal Project continues to be a part of State Plan. 100% earmarked Central loan assistance was being given by the Centre for this project up to 1968-69. During the Fourth Plan, although the Central assistance is in the form of block grants/loans ; the outlays for Rajasthan Canal, are being earmarked by the Planning Commission.

Aid to Khadi and Village Industries Commission from Government

*949. SHRI VIKRAM CHAND MAHAJAN : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the quantities of annual aid given to Khadi and Village Industries Commission by the Union Government ;

(b) the number of persons employed in the Commission ; and

(c) the total amount embezzled in the last three years in the Commission ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT (SHRI MOINUL HAQUE CHOUDHURY) : (a) During 1970-71 a grant-in-aid of Rs. 14.61 crores was sanctioned to the Khadi and Village Industries Commission, Bombay.

(b) Khadi and Village Industries Commission, Bombay, has intimated that 4,094 persons are employed in it.

(c) Certain complaints against some officers of the Khadi and Village Industries Commission alleging corrupt practices are under investigation. Whether there has been any embezzlement will be known after getting the report of the investigation.

Increase in Catering-Tariff

*950. SHRI G. Y. KRISHNAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether a steep increase in the Catering tariff has been made by the Indian Railways ; and

(b) if so, the reasons thereof ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Some increase in the prices of Indian-style meals and steeper increases in Western-style breakfast, lunch and dinner has been made with effect from 20th December, 1970.

(b) The increase was necessitated due to rise in cost of raw materials and increase in staff costs.

Frontier allowance to Railway Employees in Frontier areas

*952. SHRI M. KALYANASUNDARAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railwaymen posted in the frontier area are getting Frontier Allowance ; and

(b) if not, the reasons for denying them this allowance or advance increments, as are given to Railway Officers since the conditions prevailing in the market apply equally to Defence personnel as well as Railways and P & T employees ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (b). In the matter of grant of any allowance, such as Frontier Allowance, the Ministry of Railways are guided by the instructions issued by the Ministry of Finance. The Ministry of Finance have not issued any instructions in this behalf and as such it is not possible to sanction this allowance to the railway staff unilaterally. At present the Railway officers on Northeast Frontier Railway are not paid advance increments.

Setting up of Light Commercial Vehicles plant with Russian Collaboration

*953. SHRI SUBODH HANSDA : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether the proposal for a light commercial vehicles plant to be set up in collaboration with a Soviet firm has been finalised ; and

(b) if so, what are the terms and conditions of the collaboration ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT (SHRI MOINUL HAQUE CHOUDHURY) : (a) and (b). A letter of intent has been granted to M/s. Insov Auto Ltd., Calcutta for the establishment of a new industrial undertaking in Uttar Pradesh for the manufacture of light commercial vehicles with a capacity of 12,000 Nos. per annum, in collaboration with V/0 Prommashexport, Moscow. The details of the collaboration are yet to be finalised.

Production of Heavy Electrical Equipment Plant at Hardwar

*954. SHRI S. M. BANERJEE : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether the Heavy Electrical Equipment Plant at Hardwar has not started production according to the target ;

(b) if so, the reasons therefor ; and

(c) the steps taken to overcome this situation ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT (SHRI MOINUL HAQUE CHOUDHURY) : (a) to (c). At the Heavy Electrical Equipment Plant at Hardwar, production which was scheduled to start in 1965-66, actually commenced in 1966-67. The main reasons for one year's delay in the commencement of production and for shortfalls in production have been the delays in the receipt of machines as also of working drawings from the collaborators, difficulties in the procurement of imported as well as indigenous forgings, castings and other components, as also the unsatisfactory supply position of important raw materials like copper, insulating varnishes etc. A slower rate of growth of skills than anticipated and a total strike in the month of May, 1970 also contributed towards the shortfall in production. The efforts made to expedite construction works and installation of balancing equipment have been followed up by efforts to streamline the Material Management Department at the unit and vigorous actions are being taken to develop ancillary industries. As a result of these efforts it can be stated that the factory has now been more or less fully commissioned.

राजस्थान नहर के लिए अनुदान की मांग

*955. **श्री ब्रजराज सिंह—कोटा** : क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या चौथी पंचवर्षीय योजना के दौरान राजस्थान नहर के दूसरे चरण के लिए राजस्थान सरकार ने केन्द्र सरकार से 40 करोड़ रुपयों की मांग की है ; और

(ख) यदि हां, तो इस पर सरकार की क्या प्रतिक्रिया है ?

सिंचाई और विद्युत् मंत्री (डा० के० एल० राव) : (क) राज्य सरकार ने राजस्थान नहर परियोजना चरण-2 के लिए चौथी योजना के दौरान प्रारम्भिक कार्यों जैसे पानी की सप्लाई के प्रबंध, सड़क-संचार-व्यवस्था, विद्युत् लाइनों और श्रमिक कैम्प आदि के लिए केन्द्र से लगभग 7 करोड़ रुपये की अतिरिक्त वित्तीय सहायता की मांग की है ।

(ख) मामला विचाराधीन है ।

Supply of Cement

*956. SHRI JYOTIRMOY BOSU : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether cement is in short supply in the country but its producers claim that they are carrying more stocks ;

(b) if so, the reasons therefor ; and

(c) the facts about the present cement supply position in the country ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT (SHRI MOINUL HAQUE CHOUDHURY) : (a) to (c). There has been local shortages of cement in certain regions in the country due to a spurt in the demand. Usually, the period between May-September is a busy season when the demand for cement increases. Maximum efforts are being made for the movement of cement to the deficit

regions. The full requirements of these regions could not be met due to shortage of wagons and non-availability of steamers. In addition power and coal shortages have also affected the production and despatch schedules.

The closing stocks of clinker and cement with all the factories at the end of May, 1971 amounted to 1.32 million tonnes. Considering that the total monthly installed capacity of the industry is 1.4 million tonnes, the stocks with the factories cannot be considered very high. During the current year the total production of cement is expected at 15.6 million tonnes, while the demand is likely to be of the order of 16.6 million tonnes including 0.3 million tonnes for export. Additional capacities for production of cement have been sanctioned.

Joint Sector Industries

*957. SHRI S. R. DAMANI : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the progress made on the scheme of joint sector industries where participation of Government in conjunction with private entrepreneurs was envisaged ;

(b) what are the industries in which Government are prepared to associate with the private sector and what are the conditions ; and

(c) if no progress has been made the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT (SHRI MOINUL HAQUE CHOUDHURY) : (a) to (c). Government have accepted the concept of the 'joint sector'. This envisages a greater degree of participation in management, particularly at policy levels, by public financial institutions in the case of major projects involving substantial assistance from these bodies. These institutions would also be able to exercise option for converting loans into equity, either wholly or partly, within a specified period of time. Detailed guidelines have been issued by Government regarding the conversion of loan into equity. Certain projects have been approved on the basis that these projects will be implemented in the joint sector. Within the sphere allowed for the private sector in the Industrial Policy Resolution, 1956, the joint sector concept can be implemented in any industry.

A large number of letters of intent for a variety of industries ranging from sponge iron to electronics, synthetic fibres etc. have also been issued to the State Industrial Development Corporations who may associate the public at large or private entrepreneurs in individual projects within the overall limitation that the State Industrial Development Corporations will hold atleast 26% of the shares and no one else will hold a higher percentage. Joint Sector projects could also be implemented by associating investors from the general public in the share capital of new public sector projects.

Jal Kundi Project

*958. SHRI N. N. PANDEY : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether "Jal Kundi" Project to tame River Rapti is pending since long with the Central Water and Power Commission,

(b) if so, the reasons thereof;

(c) whether the Government of Nepal has agreed to the proposal; and

(d) if not, the other proposals, if any, to start the work ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : (a) No, Sir.

(b) Does not arise.

(c) The State Government of Uttar Pradesh has prepared in 1964 only a preliminary report for a Multi-purpose project on the Rapti at Jalkundi for irrigation, power and flood control at an estimated cost of Rs. 65 crores after carrying out investigations with the co-operation of H. M. G. Nepal. However taking into account the likely submersion of areas in Nepal territory the State Government did not pursue the finalisation of the project after detailed investigations.

(d) The State Government have recently proposed to investigate a storage reservoir only for flood moderation.

Broad Gauge Railway Line between Gaya and Rajgir

*959. SHRI YAMUNA PRASAD MANDAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to connect Gaya with Rajgir by a broad gauge Railway line; and

(b) if so, the steps taken to implement the proposal ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No, Sir.

(b) Does not arise.

Survey for Broad Gauge Line between Gandhidham and Bhuj and from Gandhidham to Lakhapat

*960. DR. MAHIPATRAY MEHTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether a survey of proposed Gandhidham-Bhuj broad gauge extension is in progress;

(b) if so, when it will be completed;

(c) whether a survey from Gandhidham to Lakhapat on coastal route has been completed; and

(d) if so, what are its findings ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) :(a) Yes, Sir.

(b) By October, 1971.

(c) Yes, Sir; but the reports are under preparation.

(d) The findings of the surveys will be known after the survey reports are finalised by October, 1971.

Issue of Licence for setting up Flour Mills in Assam

3046. SHRI ROBIN KAKOTI : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether any licence has been given to any party or person to establish rolling flour mills in the State of Assam during the period 1969 to the end of April, 1971; and

(b) if so, the names of the parties ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) and (b). Yes, Sir. An industrial licence was issued on 11th May, 1970 to M/s. Gauhati Roller Flour Mills Private Ltd. for setting up of a flour mill at Dispur (Assam) in lieu of the permission given to them in June, 1963.

Request for shifting of Cycle Parts Manufacturing Machine by Everest Cycles Ltd., Gauhati (Assam)

3947. SHRI ROBIN KAKOTI : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether the Everest Cycles Limited, Gauhati, Assam applied to Government for removal of certain cycle parts manufacturing machine to some other place; and

(b) if so, whether Government have permitted the Company to remove the particular machinery ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) No, Sir.

(b) Does not arise.

Allotment of Material to Everest Cycles Ltd., Gauhati (Assam)

3948. SHRI ROBIN KAKOTI : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the quantity of Dunlop cycle tyres, Dunlop cycle tubes, licences for import of steel and licences for import of nickel, allotted to the Everest Cycles Limited Gauhati, Assam in the years 1968, 1969 and 1970 ;

(b) the proportionate increase in the production of cycles during these years; and

(c) the amount of Sales Tax and Income Tax paid by the Company during these years ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD): (a) The quantity of Dunlop Cycle Tyres and Dunlop Cycle Tubes allotted to Everest Cycles Limited, Gauhati, Assam during the years 1968, 1969 and 1970 is as under :—

Year	Tyres (Nos.)	Tubes (Nos.)
1968	86,000	86.000
1969	1,39,000	1,39,000
1970	1,75,000	1,88,000

A statement detailing the information in regard to steel and nickel is attached.

(b) Figures of production for the years 1968, 1969 and 1970 are given below:—

1968	46,078 nos.
1969	54,152 nos.
1970	75,732 nos.

(c) The information is being collected and will be laid on the Table of the House.

Statement

M/s. Everest Cycles Ltd., Gauhati (Assam)

S. No.	Licensing period	Licenses / Release Orders issued	
		Item	Quantity/Value
1.	1968-69	(i) Nickel	0.89 Tonne
		(ii) Steel	Nil
2.	1969-70	(i) Nickel	(a) 2.5 tonnes/Rs. 58,750 (Import recommended)
		(ii) Steel	(b) 1.2 tonnes Rs. 1,03.000/- (Import recommended)
3.	1970-71	(i) Nickel	0.64 tonnes
		(ii) Steel	Nil

चम्बल नदी की उपनदियों का निर्माण

3949. **श्री हुकम चन्द कछवाय :** क्या सिंचाई और विद्युत् मंत्री 31 मार्च, 1971 के अतारांकित प्रश्न संख्या 99 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) चम्बल नदी की उपनदिया कितनी हैं ;

(ख) वे किन तारीखों को बनाई गई और उनमें से प्रत्येक पर कितनी राशि खर्च हुई ;

(ग) इन उपनदियों के निर्माण में सरकार का क्या उद्देश्य था; और

(घ) क्या उक्त उद्देश्य की अब तक पूर्ति हो गई है ?

सिंचाई और विद्युत् मंत्रालय में उपमंत्री (श्री बैजनाथ कुरील): (क) और (ख). चम्बल नहर प्रणाली के रजवाहों की संख्या और उनके

निर्माण पर किया गया व्यय नीचे लिखें अनुसार है :–

रजवाहे	संख्या	किया गया व्यय (लाख रुपयो में)
मुख्य नहर ऊपरी के	44	81.98
मुख्य नहर निचली के	19	48.17
अम्बाह शाखा नहर के	62	107.88
मुरैना शाखा नहर के	23	44.41
मऊ शाखा नहर के	24	52.20
भिड शाखा नहर के	21	90.36
	193	425.00 लाख

मऊ शाखा और भिड नहर के रजवाहों को छोड़ कर, जिन पर निर्माण चल रहा है, बाकी इन सभी रजवाहों का निर्माण 1967 में ही पूरा हो गया था ।

(ग) और (घ). मध्य प्रदेश और राजस्थान राज्यों में 14 लाख एकड़ की सिचाई-शवयता के निर्माण का लक्ष्य था। इन दोनों राज्यों के 5.65 लाख एकड़ क्षेत्र मे सिंचाई-सुविधा का उपयोग किया गया है ।

Erosion and Damage in Malda by Floods

3950. SHRI B. K. DASCHOWDHURY : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether in a recent flood, thirty-seven Mouzas or Talukas of Malda district in West Bengal have been completely eroded and washed away causing destruction and damage;

(b) if so, the extent of damage caused and the relief measures provided by Government;

(c) whether this flood caused serious damage to the Farakka Barrage project; and

(d) if so, the reaction of Government in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) and (b) : The Government of West Bengal have reported that there have been no serious flood in the Malda District so far this year. However, three villages had been eroded by the river Kalindi in Ratua Police Station area of Malda district. The State Government have sanctioned Rs. 50,000/- for distribution as grants towards cost of shifting of houses of the affected people.

(c) There has been no damage to the Farakka Barrage Project due to the recent floods ?

(d) Does not arise.

सरायगढ़ से राधोपुर (उत्तर पूर्व रेलवे लाइन) तक पुरानी रेलवे लाइन को फिर से चालू करना

3951. **श्री निरंजीव झा :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या उत्तर-पूर्व रेलवे लाइन पर सरायगढ़ से राधोपुर तक पुरानी रेलवे लाइन को पुन: चालू करने के लिये सर्वेक्षण कार्य इस बीच पूरा हो गया है ;

(ख) यदि हां, तो इस सम्बध में सर्वेक्षण प्रतिवेदन से क्या निष्कर्ष निकाला गया तथा उस पर आगे क्या कार्यवाही की गई है;

(ग) उक्त रेलवे लाइन को कब तक पुन: चालू करने का प्रस्ताव है;

(घ) क्या थारथिट्टा और सरायगढ़ रेलवे स्टेशनों को बिजली सप्लाई करने का कोई प्रस्ताव है जिससे कार्य सुचारु रूप से चल सके ; और

(ङ) यदि हां, तो ये प्रबन्ध कब तक पूरे हो जायेंगे ?

रेल मंत्री (श्री हनुमन्तैया) : (क) राधोपुर के रास्ते सरायगढ़ से फार्बिसगंज तक लाइन को

फिर से बिछाने के लिए एक त्वरित मार्ग निर्धारण और यातायात मूल्यांकन किया गया है ।

(ख) और (ग) मूल्यांकन रिपोर्ट से पता चला है कि सरायगढ़-राघोपुर मार्ग (13 किलोमीटर) मे लाइन को फिर से बिछाने पर लगभग 58 लाख रुपये की लागत आयेगी और वित्तीय दृष्टि से यह लाभप्रद नही होगी । इस लिए अभी इस लाइन के फिर से बिछाये जाने की सम्भावना नहीं है ।

(घ) जी नही ।

(ङ) प्रश्न नही उठता ।

Election Commission's Report on Deficiencies during recent Elections

3952. SHRI DEVINDER SINGH GARCHA: Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether Election Commission have submitted a report to Government on the deficiencies noticed during the recent elections to the Lok Sabha ; and

(b) if so, the broad recommendations of the Commission and reaction of Government thereto ?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. GOKHALE) : (a) No, Sir.

(b) Does not arise.

Central Engineering Service Qualifying Marks

3953. SHRI S. D. SOMASUNDARAM : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 9291 on the 12th May, 1970 regarding recruitment of Engineers through Union Public Service Commission and state :

(a) the reasons under which the qualifying marks prescribed by the Union Public Service Commission for Central Engineering Services from time to time are treated as confidential by the Commission ; and

(b) whether the Commission have been given certain discretion to fix qualifying marks in any or all subjects only to carry the assigned works without any difficulty and prejudice but not to lower the limit to fill up the quota given to them ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (b). Information is being collected and will be laid on the Table of the Sabha.

Direct Recruitment to Central Engineering Service and Central Electrical Engineering Service

3954. SHRI S. D. SOMASUNDARAM : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 9291 on the 12th May, 1970 regarding as recruitment of Engineers through Union Public Service Commission and state the progress so far made regarding the stoppage of direct recruitment to Central Engineering Service Class II and Central Electrical Engineering Service Class II since last one year ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : The matter is still under consideration of the Government.

Setting up of Industries in Saharsa District (Bihar)

3955. SHRI CHIRANJIB JHA : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state the names and locations of industries proposed to be set up by Government in Saharsa District (Bihar) with a view to developing this backward district and to provide employment to the people of this area ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : Government have selected certain districts/areas (as per statement attached) for grant of concessional finance from the financial institutions for starting industries there. Saharsa, in the State of Bihar, is one of the districts selected for the purpose. The concessions and the facilities to be allowed by the financial institutions will help to accelerate the pace of industrial development in these districts and it is hoped that the entrepreneurs would take full

benefit of the various concessions and thus provide employment opportunities to an increasing number of persons. For the present, this Ministry has no proposal under consideration for setting up any particular industry in Saharsa.

Statement

Industrially Backward Districts selected for concessional finance from the Financial Institutions.

S. No.	State	Districts
1.	Andhra Pradesh	Nalgonda, Madak, Mahbubnagar, Karimnagar, Warrangal, Khammam, Chittoor, Anantapur, Kurnool and Nizamabad.
2.	Assam	Goalpara, Cachar, Nowgong, Kamrup, Mikir Hills and Mizo Hills district.
3.	Bihar	Santhal Parganas, Bhagalpur, Palamau Champaran, Saran, Darbhanga, Purnea, Muzzaffarpur and Saharsa.
4.	Gujarat	Panchamahals, Kutch, Amroli, Broach, Sabarkanta, Banaskantha, Bhavnagar, Mehsana and Surendernagar.
5.	Haryana	Mohindergarh, Hissar and Jhind.
6.	Himachal Pradesh	Chamba, Kinnaur, Kangra, Kulu, Lahaul and Spiti.
7.	Jammu & Kashmir	Srinagar, Anantnag, Baramula, Jammu, Kathua, Udhampur, Doda, Ladakh, Poonch and Rajouri.
8.	Kerala	Alleppey, Trivandrum Cannanore, Trichur and Malapuram.
9.	Madhya Pradesh	Bastar, Mandla, Surguja, Seoni, Jhalua, Balaghat, Bilaspur, Sindhi, Betul, Raigarh, Raipur, Dhar, Tikamgarh, Rajgarh, Khargono, Shajapur, Shivpuri, Chindwara, Rewa, Panna, Dewas, Mandsaur, Chhatarpur, Guna, Datia, Morena, Vidisha, Narsimhapur, Raison, Hoshangabad, Damoh, Bhind, and Sagar.
10.	Maharashtra	Bir, Osmanabad, Bhandara, Ratnagiri, Aurangabad, Yeotmal, Chanda, Dhulia, Buldhana, Nanded, Parbhandi, Jalgaon and Colaba.
11.	Meghalaya	Both the districts of United Khasi and Jaintia Hills and Garo Hills.
12.	Mysore	Belgaum, Bidar, Bijapur, Dharwar, Gulberga, Hassan, Mysore, North Kanara, Raichur, South Kanara and Tumkur.
13.	Nagaland	Kohima, Mokokchung and Tuensang.

S. No.	State	Districts
14.	Orissa	Bolangir, Mayurbhanj, Dhenkanal, Kalahandi, Balasore, Keonjhar, Koraput and Phulbhani.
15.	Punjab	Hoshiarpur, Bhatinda, Gurdaspur and Sangrur.
16.	Rajasthan	Jalore, Banswara, Dungarpur, Nagaur, Churu, Alwar, Tonk, Udaipur, Jodhpur, Jhunjhunu, Sikar, Sirohi, Bhilwara, Jhalawar, Jaiselmer and Barmer.
17.	Tamil Nadu	South Arcot, Thiruchirapalli, Madurai, Ramanathapuram, Kanyakumari, North Arcot, Thanjavur and Dharmapuri.
18.	Uttar Pradesh	Almora, Azamgarh, Bahraich, Banda, Ballia, Badaun, Chamoli, Fatehpur, Garhwal, Ghazipur, Hamirpur, Hardoi Pilibhit, Jalaun, Jaunpur, Jhansi, Mainpuri, Pithoragarh, Pratapgarh, Rae Bareli, Sultanpur, Tehri Garhwal, Unnao, Uttar Kashi, Barabanki, Basti, Bulandshar, Etah, Etawah, Faizabad, Gonda, Mathura, Farrukhabad, Moradabad, Shahjahanpur and Deoria.
19.	West Bengal	Purulia, Bankura Midnapur, Darjeeling, Malda, Cooch Bihar, West Dinajpur and Murshidabad.

UNION TERRITORIES

1.	Andaman & Nicobar Islands.	Entire area
2.	Chandigarh	Nil
3.	Dadra & Nagar Haveli	Entire area
4.	Delhi	Nil
5.	Goa, Daman & Diu	Entire area
6.	Laccadive & Minicoy Islands	Amindive, the inhabited Islands.
7.	Manipur	Entire area.
8.	NEFA	Entire area.
9.	Pondicherry	Entire area.
10.	Tripura	Entire area.

Examination of opinion of Attorney General on question on Licence issued before passing on Monopolies Bill

3956. SHRI CHANDRA SHEKHAR SINGH : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether Government have since examined the opinion of the Attorney-General on the question of including the letters of intent and/or industrial licences issued before the passage of the Monopolies Bill which according to him come also within the purview of the Monopolies and Restrictive Trade Practices Act, 1969 ; and

(b) if so, the decision arrived at thereon by Government ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD): (a) and (b). In the light of the opinion of the Attorney General the Government have decided that cases where proposals for substantial expansion of an existing undertaking or establishment of a new undertaking have been approved and a letter of intent has been issued prior to 1-6-1970, the date of coming into force of the M.R.T.P. Act, and where the parties have taken substantial steps to fulfil the terms and conditions of the letter of intent, before the commencement of the Act, will not come within its purview.

Request for Medical Facilities to the P&T Staff at Freeland Gunj, Haluka Dahod, District Panchmahals, Gujarat State

3958. SHRI BHALJIBHAI PARMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the P & T employees serving at Freelandgunj Post Office have requested for providing them with medical facilities from the Railway Main Hospital run by the Central Government;

(b) if so, whether their request has been accepted; and

(c) if not the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA): (a) No.

(b) and (c). Do not arise.

Industrial Estate in Malegaon, Nasik (Maharashtra)

3959. SHRI Z. M. KAHANDOLE: Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state:

(a) whether the Government of Maharashtra is going to build an industrial estate in Malegaon, District Nasik (Maharashtra);

(b) if so, whether the Centre propose to give any aid to this estate and if so, to what extent;

(c) the time by which the work on this industrial estate will be started; and

(d) considering the large number of powerlooms in Malegaon city, whether the persons engaged in this industry will be given preference to start their Units in this estate?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD): (a) to (d). The information has been sought from the State Government and will be laid on the Table of the House.

Electrification of Tribal Areas of Nasik

3960. SHRI Z. M. KAHANDOLE: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether all preliminary work (such as survey, sanction and recommendation to Rural Electrification Corporation for grant) has been done for the electrification of the tribal areas of Nasik District (Maharashtra) comprising the hilly tracks of Baglan, Kalwan, Peth and Surgana Tehsils;

(b) whether the grant has not yet been sanctioned by the Rural Electrification Corporation; and

(c) if so, when it is expected to be sanctioned?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL): (a) to (c). The revised scheme report regarding rural electrification of villages in the Taluks of Igatpuri, Surgaon, Baglan, Kalwan, Dindori, Peint and Malegaon has been submitted by the Maharashtra State Electricity Board to the Rural Electrification Corporation on 7th June, 1971. As the scheme has been submitted only recently and is under examination, it is premature to indicate a specific time by which it will be sanctioned.

Rehabilitation of Tribals losing lands in Haranbari Dam in Baglan, Maharashtra

3961. SHRI Z. M. KAHANDOLE: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government are aware that no adequate and timely steps are being taken to rehabilitate those tribals who are going to lose

their houses and lands in the Haranbari Dam in the Baglan Tehsil of Nasik District, Maharashtra ;

(b) the capital outlay of this Project, the time by when it is expected to be completed and the acreage to be benefited by it ;

(c) whether Government are aware that most of the people who will lose their homes and lands due to this Dam are aboriginals ; and

(d) whether special attention would be paid to give them alternate sites for construction of houses and for agricultural purpose ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) to (d). The Government of Maharashtra have intimated that preliminary work on the Haranbari project, estimated to cost Rs. 179.65 lakhs and to irrigate 8,400 acres of land in Nasik District, has been started recently and that the project is expected to be completed by the end of 1975.

The number of people and houses likely to be affected by the project according to the State Government, are 758 and 118 repectively, the number of tribals/aboriginals who may be affected is not known to the State Government at this stage.

The State Government have further intimated that the month and year of submergence from the project is June, 1975 and that necessary preliminary steps are being taken by them to ensure timely and adequate resettlement of the affected persons. They have also indicated that, according to the existing policy of Government, all affected Khatedar families, including those belonging to backward classes/communities and who are tribals/aboriginals, will be resettled in new Gaothans and the affected families will be given alternate agricultural land.

Loss sustained by North East Frontier Railway due to pilferage, wagon breaking, thefts etc.

3962. SHRI ROBIN KAKOTI : Will the Minister of RAILWAYS be pleased to state :

(a) the amount of loss sustained by the North-East Frontier Railway on account of pilferage of parcels and goods during the years 1967-68, 1968-69 and 1969-70 ;

(b) the number of wagon breaking cases and the amount of loss sustained by the North East Frontier Railway on account of wagon breaking during the above period ;

(c) the total loss sustained by Railways on account of theft of North-East Frontier Railway properties ; and

(d) the amount spent by the North-East Frontier Railway on its Railway Police Force (Protection and Security) during the above period ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) A reliable index for losses sustained by the North-East Frontier Railway on account of pilferage is the amount of compensation paid under this Head. The amount of compensation paid on account of pilferages during the year 1967-68, 1968-69 and 1969-70 are Rs, 29,82,673/-, Rs. 50,99,008/- and Rs. 62,73,444 respectively.

(b) The number of wagon breaking cases and the amount of loss sustained on North-East Frontier Railway are as under :—

Year	No. of cases	Amount of loss
1967-68	119	98,446
1968-69	116	85,912
1969-70	137	1,29,076

(c) The total loss sustained by the North-east Frontier Railway on account of theft of Railway properties during the above period are Rs. 66,363/- ; Rs. 66,596/- and Rs. 83,518/-. respectively.

(d) The amount spent by the North-East Frontier Railway on the maintenance of Railway Police and Railway Protection Force is as under :—

Year	Government Railway Police	Railway Protection Force
1967-68	6,78,024	67,39,457
1968-69	13,92,988	74,97,170
1969-70	15,80,820	83,02,267

Non-availability of wagons at Grain-Market Stations in Rajasthan

3963. RAJMATA GAYATRI DEVI : Will the Minister of RAILWAYS be pleased to state :

(a) whether because of non-availability of goods wagons at the grain-market stations in Sri Ganganagar, Alwar, Jaipur, Swai Madhopur, Jhalawar, Ajmer and Bhilwara Districts of Rajasthan, the traders and the people are facing lot of inconvenience ; and

(b) if so, the steps Government propose to take in this regard ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (b). Due to better crop this year in Rajasthan and removal of civil ban on inter-State movement of foodgrains on trade account, there were heavy registrations of demands for foodgrains on trade account from stations in Rajasthan served by the Northern and Western Railways. Though most of the demands were for destinations on the Northeast Frontier, Eastern and Southern Railways and clearances to those areas had to be regulated by quotas due to heavy movement of sponsored foodgrains and other sponsored essential traffic, efforts have been made to maximise despatches of foodgrains on trade account from various districts in Rajasthan referred to in part (a) of the question. During the period 1st April to 20th June 1971, 5564 Metre Gauge and 651 Broad Gauge wagons were loaded with foodgrains on trade account as compared to 5425 Metre Gauge and 289 Broad Gauge wagons loaded during the corresponding period of last year.

बिहार में रात में चलने वाली गाड़ियों का रोका जाना

3964. **श्री विभूति मिश्र** : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि:

(क) क्या उनका ध्यान पटना से प्रकाशित होने वाले अंग्रेजी दैनिक 'इंडियन नेशन में' 'राइज इन आर्म्ड होल्ड-अप आफ नाईट ट्रेन्स' शीर्षक के अंतर्गत 21 मई, 1971 को प्रकाशित समाचार की ओर दिलाया गया है ;

(ख) क्या बिहार में रात्रि को गाड़ियां रोककर लूटने की अनेक घटनाएं घटी है ; और

(ग) यदि हां, तो सरकार का इस बारे में क्या कार्यवाही करने का विचार है ?

रेल मंत्री (श्री हनुमंतैया) : (क) और (ख). जी हां ।

(ग) हाल ही में, रेल मंत्री ने बिहार के मुख्य मंत्री और रेल प्राधिकारियों से भी विचार विमर्श किया है । रेलवे सुरक्षा दल के महानिरीक्षक को पटना जाकर बिहार राज्य प्राधिकारियों से बिहार में रेलगाड़ियों में पुलिस तैनात करने और गाड़ियों, खासकर रात की गाड़ियों की मार्गरक्षण-व्यवस्था में सुधार लाने के तौर-तरीके के सम्बन्ध में विचार-विमर्श करने के लिए कहा गया । जिन उपायों के बारे में विनिश्चय किया गया उन्हें कार्यान्वित किया जा रहा है । बिहार पुलिस महानिरीक्षक ने बिहार मिलिटरी पुलिस से कुछ सैनिकों को लेकर सरकारी रेलवे पुलिस को सुदृढ़ किया है । रेलों ने भी बिहार पुलिस को कुछ कुमुक भेजी है । रात्रि की सवारी गाड़ियों के मार्ग-रक्षियों की संख्या भी बढ़ा दी गयी है ।

Permission for the purchase of immovable property

3965. SHRI ONKAR LAL BERWA : Will the Minister of RAILWAYS be pleased to state :

(a) whether under the 'Railway Service Conduct Rules' prior permission is required to be taken by the Railway servants to purchase any immovable property ;

(b) whether it is a fact that if any transaction is made through a reputed dealer, only information is required to be given by the employees to the administration ;

(c) whether the Deputy Commissioner of a District is also considered a reputed dealer for this purpose ;

(d) if so, whether some railway servants of Delhi Division of Northern Railway have been punished for their failure to seek prior permission though they purchased their houses through the Deputy Commissioner ; and

(e) if so, the reasons thereof ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes.

(b) Yes.

(c) The Deputy Commissioner is not considered as a ruputed dealer when he makes a transaction in his individual capacity, not connected with his official capacity. He may, however, be considered as a reputed dealer if he acts on behalf of the Government or as Head of a Registered House Building Society.

(d) and (e). One Clerk of Delhi Division who had purchased a House from the Deputy Commissioner, Rohtak, did not intimate this fact to the Railway Administration and thereby contravened the provisions of Rule 18 (2) of the Railway Services (Conduct) Rules, 1966. As he failed to give valid reasons for not intimating the Railway Administration of the above transaction, disciplinary action was taken against him and consequently, a minor penalty of withholding of increment was imposed on him for a period of two years without the effect of postponing his future increments.

Power Plan for 1971—81 objected to by experts

3966. SHRI P. GANGADEB :
SHRI S. M. KRISHNA :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether experts have objected to his Power Plan for 1971—81 ;

(b) if so, whether the main reason of controversy is that his Plan does not give the priority accorded by the Expert Committees for the development of hydel power and instead it is partial to the thermal system ,

(c) if so, whether to support this view they referred to the Energy Survey Committee's report of 1965 ; and

(d) if so, the steps being taken to end this controversy ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) No, Sir.

(b) to (d) Do not arise

Investment in new Industrial Projects

3967. SHRI BHOGENDRA JHA : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to refer to the reply given to Unstarred Question No. 972 on the 1st June, 1971 regarding issue of licences to Monopoly Houses and state the total personal or privase capital invested or to be invested by each of the 12 Industrial Houses to whom the licences referred to in the aforesaid reply have been given ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : The 12 industrial licences mentioned in the earlier reply were issued to 11 Industrial Houses. A statement showing the capital investment involved in respect of the licences, house-wise, is attached. Information as to how much of the capital investment in respect of these licences will be personal or private capital is not readily available.

Statement

(Rs. in lakhs)

S. No.	Name of the Industrial House	No. of licences issued	Capital investment in land, building and machinery
1	2	3	4
1.	Andrew Yule	1	53.00
2.	Birla	2	54.56 This relates to one project. No fresh investment was involved in the other project for which licence was issued in lieu of four earlier licences which had been surrendered by the party.

(Rs. in lakhs)

1	2	3	4
3.	I. C. I.	1	Not available
4.	Sarabhai	1	748.00
5.	Shri Ram	1	Not available
6.	Jaipuria	1	124.61
7.	Kamani	1	10.26
8.	Kothari (D.C)	1	300.00
9.	Shaw Wallace	1	35.00
10.	T. V. Sundaram Iyengar	1	118.68
11.	V. Ramakrishna	1	Not available
	Total :	12	

सिकरहना नदी (बिहार) द्वारा भूमि के कटाव को रोकने के उपाय

3968. **श्री कमल मिश्र मधुकर** : क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार सरकार ने बिहार मे मोतीपुर के निकट बरियारपुर में सिकरहना नदी द्वारा भूमि के कटाव को रोकने के लिए एक योजना बनाई है और इस प्रयोजन के लिए केन्द्रीय सरकार से भी सहायता मांगी है ;

(ख) बरियारपुर में कटाव रोकने के लिए केन्द्रीय सरकार ने क्या कार्यवाही की है ; और

(ग) इस प्रयोजन के लिए कितनी राशि मंजूर की गई है ?

सिंचाई और विद्युत् मंत्रालय में उपमंत्री (श्री बैजनाथ कुरील) : (क) से (ग). बिहार राज्य की सरकार ने सूचित किया है कि माडल परीक्षण करने के पश्चात् एक स्कीम तैयार की गई है और उसकी जांच-पड़ताल हो रही है। राज्य सरकार से केन्द्र को न तो स्कीम ही प्राप्त हुई है और न ही सहायता के लिए कोई अनुरोध प्राप्त हुआ है।

यह स्कीम राज्य योजना के अंतर्गत बाढ़ नियंत्रण कार्यक्रम के भाग के रूप में कार्यान्वित की जानी है जिसके लिए केन्द्रीय सरकार ब्लाक ऋण और अनुदान देती है। बाढ़ नियंत्रण सैक्टर में स्कीमों के लिए कोई सहायता पृथक्-रक्षित नहीं है।

Sohna lift Irrigation Scheme, Haryana

3969. SHRI BIRENDER SINGH RAO : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the date of approval of Sohna lift Irrigation Scheme in the State of Haryana ;

(b) the progress so far achieved in the construction of Gurgaon Canal Project and Sohna lift Irrigation Scheme in Haryana ;

(c) whether the work has been progressing according to the schedule ; and

(d) if not, the steps taken or proposed to be taken to achieve the schedule ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) to (d). The Government of Haryana have indicated that the Sohna Lift Irrigation scheme has not yet been approved ; the estimates for this project are under preparation by them. Work has not been started on Sohna Scheme.

They have also reported that about 95% work on the Gurgaon Canal has been completed and the work is progressing according to schedule.

Closure of Britannia Engineering Company Ltd. Titagarh, West Bengal

3970. SHRI JYOTIRMOY BOSU : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether the Britannia Engineering Company Ltd., Titagarh, West Bengal, continues to remain closed ; and

(b) the main findings and recommendations of the Committee which was appointed to investigate into the affairs of the Company ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) Yes, Sir.

(b) A statement giving the gist of the main findings and recommendations of the body of persons appointed by the Government under Section 15 of the Industries (Development & Regulation) Act, 1951, to investigate into the affairs of M/s. Britannia Engineering Company Ltd. is attached.

Statement

The bulk of the machinery installed by the Company in their Titagarh Works, West Bengal, is very old. Even during the year 1965 in which the Britannia Engineering Company achieved peak production, it was only working to partial capacity though making profits. The Company did not take adequate and timely steps to diversify production and as a result could not withstand fluctions in demand in their standard range. By the end of 1970 the entire paid-up capital of the Company far exceed its booked assets and as a result its financial position has become desperate. The management repaid an unsecured loan of Rs. 44 lakhs to its Managing Agents in the middle of 1970 and this precipitated the closure. The Committee came to the finding that the closure was due to the following :—

(i) Financial mis-management.

(ii) Faulty production and sales planning.

(iii) Absence of prudent purchase and inventory policies.

(iv) Additions to capital assets despite under-utilization of capacity.

Conclusions :

The Committee has come to the conclusion that :—

(i) the production of the undertaking is not critical to the country's requirements and that

(ii) restarting of the Unit would need induction of fresh finance of Rs. 250 lakhs without any prospect of commensurate returns.

The Committee has, therefore, not recommended take over of the management of this Company under Industries (Development & Regulation) Act, 1951.

कोयले की कमी के कारण ईंटों के भट्टे बन्द किये जाना

3971. **श्री जगन्नाथराव जोशी** : क्या **औद्योगिक विकास** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान अखिल भारतीय ईंट और टाइल्स निर्माणकर्ता संघ द्वारा जारी एक वक्तव्य की ओर दिलाया गया है जिसमें कहा गया है कि स्लैक कोयले की कमी के कारण देश की 50 प्रतिशत ईंट की भट्टियां बन्द हो गई हैं, और

(ख) यदि हां, तो सरकार का इस बारे में क्या कार्यवाही करने का विचार है ?

ओद्योगिक विकास मंत्रालय में उपमंत्री (श्री सिद्धेश्वर प्रसाद) : (क) जी, हां ।

(ख) पिछले चार महीनों में कोयले की भारी कमी के कारण ईंट के भट्टे बन्द करने पड़े हैं । कोयलों की ढुलाई राज्य सरकारों की

प्रायोजित योजना के अनुसार रेलवे द्वारा की जाती है। रेल मंत्रालय के अधिकारियों ने अखिल भारतीय ईंट और टाइल्स उत्पादक संघ के प्रतिनिधियों के साथ भट्टा उद्योग की समस्यायों का समाधान ढूंढ निकालने के लिए 26.4.71 और 17.6.71 को दो बैठकें की हैं।

Verification of Sub-Standard Products by ISI Inspectors

3972. SHRI BISHWANATH JHUNJHUNWALA : Will the Minister of INDUSTRIAL DEVELOPLOPMENT be pleased to state :

(a) whether some products with I. S. I. marks, on subsequent verification, have been found to be sub-standard ;

(b) if so, the names of the products which have thus been found during the past two years ;

(c) whether some of the incidents were brought to light by Delhi Administration and not by the ISI inspectors ; and

(d) if so, the reasons for the slackening of vigilance on the part of ISI Inspectors ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) and (b) . According to the provisions of the ISI (Certification Marks) Act, 1952, manufacturers who are licensed to put the ISI mark on their products are under supervisory check by the ISI to ensure that the product mark conform to the relevant Indian Standards. In the process of such supervision, instances have come to the notice of ISI where goods carrying the ISI mark did not meet the requirements of their standards. During the last two years, 314 licences under the Certification Mark Scheme have been cancelled for reasons including non-conformation to standards. The name of the product and the name of the manufacturer whose licence have been cancelled are published in the gazette regulary and also in the ISI bulletin.

(c) The Delhi Administration has not brought to the notice of ISI any specific instances of this nature. It is, however, understood that the Delhi Municipal Corporation has found a sample of condensed milk carrying ISI mark not conforming to the Indian standard, a charge which is being contested by the manufacturer.

(d) Does not arise.

Printing of photo of Chhatrapati Shivaji in a Maratha Weekly 'Marmick' for advertisement purposes

3973. SHRI SHANKARRAO SAVANT : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether Government are aware that a Marathi weekly 'Marmick', published from Bombay, has in its issue dated the 11th October, 1970 printed the photo of Chhatrapati Shivaji for purposes of advertisement ;

(b) whether such a use of the photo of Chhatrapati Shivaji is in transgression of the provision of the Emblems and Names (Prevention of Improper Use) Act, 1950 ;

(c) whether the Government of Maharashtra has referred this matter of breach of law to the Central Government ; and

(d) if so, the decision taken by the Central Government in the matter ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) to (c). Yes Sir.

(d) The State Government have called for the explanation of the Editor, Printer and Publisher of the Weekly concerned. A decision will be taken on receipt of a report from the State Government.

Epidemic of eye-conjunctivity among Railway employees.

3974. SHRI SAMAR GUHA : Will the Minister of RAILWAYS be pleased to state:

(a) whether innumberable Railway employees in West Bengal and Bombay areas particularly suffered from the epidemic of eye-conjectivity ; and

(b) if so, the effect of this recent epidemic of eye disease on the running of trains ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes, a large number of cases suffered from conjunctivities.

(b) The running of some local trains in Sealdah Division of Eastern and goods trains on Kharagpur Division of South-Eastern and Bombay Division of Western Railways, were partially affected as a result of this epidemic disease. This disease was, however, effectively controlled by prompt treatment and now the epidemic appears to be subsiding.

Irrigation dams in Manipur

3975. SHRI N. TOMBI SINGH : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Government of Manipur are considering construction of two irrigation dams at Jiribam Sub-Division of Manipur one at Borokhal and another at Boroikhal in order to increase the areas of Agricultural lands ;

(b) if so, for how long such a proposal has been lying pending with the Manipur Government ;

(c) whether the work is likely to be started this year ; and

(d) if not, whether the necessary survey will be taken up by the Central Government in that area ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) (a) to (d). The Manipur Administration have indicated that they are considering taking up investigation of schemes for pick up weirs at Boroikhal and Borokhal during this year. A scheme for a medium high dam on Barak river as a flood control measure is also under consideration.

Murder Cases pending in Judicial Commissionor's Court, Manipur

3976. SHRI N. TOMBI SINGH : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether the Government are aware that several murder cases are pending in the Judicial Commissioner's Court as well as in the Sessions Courts, Manipur; and

(b) if so, the number of cases, courtwise, and how long such cases have been pending ?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. GOKHALE) : (a) and (b) . The number of murder cases pending in the Judicial Commissioner's Court on 30-6-71 was six. Out ofthese, two are pending for over one year, one for over six months and the rest for less than six months.

The number of murder cases pending in the Sessions Court on 30-6-71 was eleven. Out of these, one is pending for over one year, one for over six months and the rest for less six months.

The number of murder cases pending in the Additional Sessions Courts on 30-6-71 was six. Out of these, one is pending for over one year, two for over six months and the rest for less than six months.

Advance of Loans for Manufacture of Artificial Jewellery in Manipur

3978. SHRI N. TOMBI SINGH : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state .

(a) whether Government of Manipur had given loans to manufacturers of artificial jewellery in Manipur during the last three years;

(b) if so, the amount given and to how many manufacturers: and

(c) if not, whether the Manipur Government is considering to issue such loans in the future ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) No, Sir.

(b) Does not arise.

(c) Government of Manipur consider, on merit applications for loans from the various industrial units, including manufacturers of artificial jewellery.

Site for Thermal Power Project in North Bengal

3979. SHRI B. K. DASCHOWDHURY :
SHRI R. N. BARMAN :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the selection of site for a proposed 200 M. W. ½ Thermal Power Project in North Bengal has been made;

(b) if so, the estimated cost of the said project;

(c) whether his Ministry propose to consider any site near Cooch-Behar town where all facilities are available for the said Thermal Project; and

(d) if so, the name of the town likely to be considered and if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N KUREEL): (a) The West Bengal State authorities have sent proposals for setting up a 240 M.W. thermal power station in North Bengal intended for power supply to North Bengal and North Bihar. Two sites have been proposed, one at Khejuriaghat near Farakka and the other near Old Malda Town.

The Bihar State authorities have also sent up a proposal for a 220 M. W. thermal power station for meeting the requirements of North Bengal and North Bihar. Three or four alternative sites, at and around Katihar have been indicated.

Both these project reports as well as some other sites which may serve both North Bengal and North Bihar together, are under consideration.

(b) The estimated cost of scheme put up by West Bengal is Rs. 47.08 crores for Khejuriaghat site and Rs. 47.50 crores for Old Malda Town site, and Rs. 46.11 crores for Bihar.

(c) No site is being considered near Cooch-Bihar at present.

(d) The distance of Cooch-Bihar from coal sources and the railway facilities available make location of a large thermal power station in the area uneconomical compared to power obtainable from hydro and thermal projects in adjoining areas.

Industries in Backward Areas of West Bengal

3980. SHRI B K. DASCHOWDHURY : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether the Planning Commission has formulated schemes to start Industries in the barckward Districts of West Bengal, namely, Cooch-Behar, Darjeeling, Maldah, West Dinajpur Purulia and recommended to his Ministry for implementation of those schemes; and

(b) if so, the main features of those schemes District-wise along with the proposed capital investment ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) and (b). The Planning Commission have selected some backward districts for the purpose of grant of concessional finance from the financial institutions for setting up industries there The districts of Cooch-Behar, Darjeeling, Maldah, West Dinajpur. Purulia, Bankura, Midnapur and Murshidabad in West Bengal are among them. The names of these backward districts have been intimated to the financial institutions and entrepreneurs can approach then direct for grant of concessional finance. The Planning Commission have not formulated or recommended any specific industrial project for these districts. Industries started in the District of Purulia would also qualify for the 10 per cent investment subsidy under a scheme which is to be introduced shortly.

Paper Mill in North Bengal

3981. SHRI B. .K DASCHOWDHURY : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether Government have finalised the scheme to start a Paper Mill in North Bengal in the Public Sector;

(b) whether Government have received Technical Report that North Bengal has enough raw materials to support such industry; and

(c) if so, when the scheme referred to in part (a) above will be implemented ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) At present no such scheme is under consideration of Government.

(b) No. Sir.

(c) Does not arise.

मध्य प्रदेश में ग्रामीण विद्युतीकरण योजना

3982. **डा० लक्ष्मीनारायण पांडे** : क्या **सिंचाई तथा विद्युत** मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या तीसरी पंचवर्षीय योजना के अन्तर्गत ग्रामीण विद्युतीकरण योजना के अधीन मध्य प्रदेश के लिए निर्धारित धनराशि का राज्य द्वारा पूरा उपयोग नही किया गया था ;

(ख) चौथी पंचवर्षीय योजना मे ग्रामीण विद्युतीकरण योजना हेतु उपरोक्त राज्य के लिए कितनी राशि नियत की गई है ;

(ग) ग्रामीण क्षेत्रो मे विद्युत चालित पम्प लगाने के लिए मध्य प्रदेश को कितनी राशि दी गई है ?

सिंचाई और विद्युत मन्त्रालय में उपमन्त्री (श्री बैजनाथ कुरील) : (क) मध्य प्रदेश में तीसरी योजना मे ग्राम विद्युतीकरण स्कीमों के लिए जितनी राशि निर्धारित की गई थी वह सारी की सारी इस्तेमाल कर ली गई ; वास्तव में तीसरी योजना के दौरान ग्राम विद्युतीकरण पर निर्धारित परिव्यय से अधिक व्यय हुआ।

(ख) और (ग). चौथी योजना के दौरान ग्राम विद्युतीकरण स्कीमों में पम्पों के ऊर्जन पर बल दिया जा रहा है। बहरहाल, अब परिव्यय पृथग्‌रक्षित नही किए जाते और ग्राम विद्युतीकरण स्कीमों पर राज्य योजना के संसाधनों से धन लगाया जाता है जिसमें केन्द्रीय सहायता भी शामिल है। केन्द्रीय सेक्टर में जुलाई, 1969 में स्थापित किया गया ग्राम विद्युतीकरण निगम योगात्मक धन-राशि प्रदान करता है। मध्य प्रदेश में ग्राम विद्युतीकरण स्कीमो के लिए ग्राम विद्युतीकरण निगम ने अभी तक 3.3 करोड़ रुपये स्वीकार किए है।

कोटा तथा रतलाम डिवीजनों (पश्चिम रेलवे) के निरीक्षण कर्मचारियों की वरिष्ठता

3983. **डा० लक्ष्मीनारायण पांडे** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) कोटा तथा रतलाम दो अलग-अलग डिवीजन होने के कारण क्या दोनो डिवीजनों के निरीक्षण कर्मचारियो की वरिष्ठता के सबध में निरन्तर झगड़ा बना रहता है ;

(ख) क्या रतलाम डिवीजन के निरीक्षण कर्मचारियो द्वारा दायर की गयी अपीलों का निपटारा इस कारण सम्भव नही है क्योंकि एक डिवीजन से दूसरी डिवीजन में कर्मचारियों का स्थानान्तरण होते रहने के कारण वरिष्ठता निश्चित नहीं की जा सकती ; और

(ग) यदि हां, तो क्या इस विवाद को निपटाने के उद्देश्य से सरकार का विचार इन कर्मचारियो की वरिष्ठता की सयुक्त सूची तैयार करने का है ?

रेल मंत्री (श्री हनुमंतैया) : (क) और (ख). जी नही। 250-380 के (अधिकृत) ग्रेड तक के टिकट जाँच कर्मचारियो की वरिष्ठता अलग-अलग डिवीजन के हिसाब से रखी गयी है। केवल 205-280 रुपये (अधिकृत) और 250-380 रुपये (अधिकृत) ग्रेड के गाड़ी कंडक्टरों के पदों को बड़ी लाइन के चार मडलों, अर्थात बम्बई, बड़ोदा, रतलाम और कोटा, की संयुक्त वरिष्ठता के आधार पर भरा जाता है।

(ग) प्रश्न नहीं उठता।

Development of Small Scale Industries in Tripura

3984. SHRI BIREN DUTTA : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether the development of Small Scale Industries in Tripura is greatly hampered due to non-availability of credit facilities ;

(b) if so, whether the small scale industries on this account are likely to be closed down ; and

(c) whether Government propose any remedial steps in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) No, Sir.

(b) and (c). Do not arise.

Rural Electrification in Tripura

3985. SHRI BIREN DUTTA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the number of villages in Tripura electrified so far ;

(b) whether the supply of power from outside Tripura has been found ; and

(c) if so, what are the areas of Tripura going to be benefited thereby ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N KUREEL) : (a) 66 villages have been electrified in Tripura as on 30.4.1971.

(b) and (c). The scheme for availing of bulk supply of power from Assam is under implementation. On completion of the Scheme, the whole of Tripura will be benefited. In the meantime, through temporary arrangements Dharmanagar, Kailashar and Kumarghat areas in the northern part of Tripura are availing of bulk supply. Similar temporary arrangements for availing of bulk supply of power from Assam, for Agartala and surrounding areas are expected to be ready in September, 1971.

Increase in Passenger Traffic from Dharmanagar Railway Station (North-East Frontier Railway)

3986. SHRI BIREN DUTTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether passenger traffic from Dharmanagar Railway Station on the North-east Frontier Railway has increased enormously since March, 1971 ;

(b) whether a number of passengers have to wait for days to get accommodation from there ; and

(c) if so, the steps the Railway authorities propose to take to remove this difficulty of the passengers ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No.

(b) No.

(c) Does not arise.

Electricity Duty on Industrial Undertakings

3987. SHRI N. SHIVAPPA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether electricity duty is levied on industrial undertakings producing their own power ; and

(b) if so, what are the rates of duty in different States ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) and (b). Electricity Duty is levied on industrial undertakings producing their own power, in all the States except Andhra Pradesh, Himachal Pradesh and Nagaland. A statement showing the rates of electricity duty levied is attached.

Statement

Rate of Electricity Duty levied on Industrial Undertakings producing their own Power

Sl. No.	State	Electricity Duty
1.	Andhra Pradesh	No electricity duty is leviable.
2.	Assam	2 P/kWh.
3.	Bihar	1 P/kWh.
4.	Gujarat	1.6 P/kWh.
5.	Haryana	1 P/kWh but exempted for a period of 5 years *w.e.f.* 1.4.1970.
6.	Himachal Pradesh	No electricity duty is leviable.
7.	Jammu & Kashmir	2 P/kWh.
8.	Kerala	1.2 P/kWh.
9.	Madhya Pradesh	1 P/kWh. provided generation voltage exceeds 100 V.
10.	Maharashtra	1 P/kWh. provided generation voltage exceeds 100 V.
11.	Mysore	2.25 P/kWh provided the generating capacity of the plant exceeds 5 KW.
12.	Nagaland	No electricity duty is leviable.
13.	Orissa	15% for the first 1000 units 20% for the next 49,000 units. 25% for the all above 50,000 units of the rate charged by the Board for similar consumption. (No duty on plants having capacity not exceeding 5 kW.)
14.	Punjab	1.5 P/kWh.
15.	Rajasthan	1 P/kWh.
16.	Tamil Nadu	20% of the price of energy.
17.	Uttar Pradesh	1 P/kWh.
18.	West Bengal	1.5 P/kWh.

Manufacture of Raw Materials for Aerated Waters

3988. SHRI R. P. YADAV : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether raw materials like Citric Acid, Sodium Benzoate and Gum Arabic used in the manufacture of Concentrate/Beverage Bases utilized in the preparation of branded flavoured aerated waters are not manufactured in India and, therefore, imported ;

(b) whether other raw materials like flavouring essences and essential oils used in the manufacture of Concentrate/Beverage Bases utilized in the preparation of branded flavoured aerated waters are either wholly imported or merely compounded in India from imported raw materials ; and

(c) whether Concentrate/Beverage Bases utilized in the preparation of all branded flavoured aerated waters now marketed in India have an import content ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) *Citric Acid* : The indigenous production of Citric Acid is inadequate to meet the demand and therefore its import in limited quantities is being allowed.

Sodium Benzoate : Import of Sodium Benzoate was hitherto being allowed. Recently production of Sodium Benzoate has been started in the country and hence its import is not permitted.

Gum Arabic : As there is no commercial production of Gum Arabic, import of Gum Arabic is being permitted.

(b) Essential oils, Odoriferous substances are permitted to be imported from which Concentrate/Beverage Bases are manufactured.

(c) Most of the branded flavoured aerated waters marketed in the country have an import content.

उत्तर प्रदेश में उद्योगों की स्थापना

3989. **श्री नरेन्द्र सिंह बिष्ट** : क्या औद्योगिक विकास मंत्री यह बताने की कृपा करेंगे कि :

(क) अप्रैल, 1971 में जिन औद्योगिक उपक्रमों के लिये लाइसेंस दिये गये थे उनमें से उत्तर प्रदेश में स्थापित किये जाने वाले उद्योगों के नाम क्या हैं ;

(ख) लाइसेंस किस कसौटी के आधार पर दिये गये थे, और

(ग) ये उद्योग उत्तर प्रदेश में किन स्थानों पर स्थापित किये जायेंगे; उन पर कितनी राशि खर्च की जायेगी तथा उनकी उत्पादन और रोजगार क्षमता कितनी होगी ?

औद्योगिक विकास मंत्रालय में उपमंत्री (श्री सिद्धेश्वर प्रसाद) : (क) और (ग). उद्योग (विकास एवं विनियमन) अधिनियम, 1951 के अधीन उत्तर प्रदेश में नया औद्योगिक उपक्रम स्थापित करने के लिये अप्रैल 1971 में कोई भी लाइसेंस जारी नहीं किया गया था। फिर भी उत्तर प्रदेश में नये उपक्रम स्थापित करने के लिए अप्रैल, 1971 में 9 आशयपत्र जारी किए गये। इन आशय पत्रों का संक्षिप्त विवरण, विवरण में दिया गया है, जो सभा-पटल पर रख दिया गया है। [**ग्रंथालय में रखा गया। देखिये** संख्या LT 607/71]

(ख) लाइसेंस/आशय पत्र निर्धारित नियमों के अनुसार तकनीकी समश्राव्यता, जीव्यता, विदेशी मुद्रा सम्बन्धी कठिनाइयों, नये उद्यमियों को प्रोत्साहित करने की आवश्यकता और पिछड़े क्षेत्रों के विकास आदि सम्बन्धी विभिन्न पहलुओं पर उचित विचार करने के बाद गुणावगुण के आधार पर जारी किये जाते हैं।

Assessment of Work-load for Parcel Clerks at Guntakal Station (Southern Railway)

3990. SHRI PILOO MODY. Will the Minister of RAILWAYS be pleased to state :

(a) the number of Parcel Clerks at Guntakal Station of Southern Railway and whether there was any increase in traffic and number of trains there ;

(b) whether any fresh job analysis was done at this station to determine the present work-load ;

(c) whether the Parcel Clerks at this station are working without any proper duty roster for the past many years ; and

(d) if so, the reasons for such irregularity ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) The number of Parcel Clerks at Guntakal is 24. There was a decrease in the number of trains dealt with from 28 in 1969 to 26 in 1970 onwards, but there has been some increase in the parcel traffic at this station.

(b) A review of the strength of Commercial Clerks at this station was made in 1970 and the question of increasing their strength is under consideration.

(c) No.

(d) Does not arise.

Filling up of Vacant Posts of Commercial Clerks on Southern Railway

3991. SHRI PILOO MODY : Will the Minister of RAILWAYS be pleased to state :

(a) the number of Commercial Clerks in Southern Railway Division-wise and the number of higher grade posts for them grade-wise ;

(b) the number of higher grade posts kept vacant in each Division for a period of one year or more ; and

(c) the reason for not filling up such posts when they fall vacant and the action proposed to fill up such vacancies ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) A statement is attached.

(b) *Madras Division :—*
Seven posts in scale Rs. 150—240.

Olavakkot Division :—
One post in scale Rs. 150-240.

Tiruchirapalli Division :—
Six posts in scale Rs. 205-280.
and Twelve posts in scale Rs. 150-240.

(c) In Madras and Tiruchirapalli Divisions the posts have been kept in abeyance after a review of work-load and staff strength. The posts will be revived as and when there is justification. In Olavakkot Division the post has been kept in abeyance as a measure of economy and it is not proposed to fill up the same at present.

Statment

Number of posts of Commercial Clerks on Southern Railway-Divisions

S. No.	Grade Rs.	Madras	Guntakal	Olavakkot	Tiruchirapalli	Madurai	Mysore	Total
1.	335-425	6	2	4	3	3	2	20
2.	250-380	18	4	13	12	9	9	65
3.	205-280	92	26	70	61	45	42	336
4.	150-240	409	114	299	269	198	186	1475
5.	110-200	648	179	475	439	320	293	2354
		1173	325	861	784	575	532	4.50

Unsanctioned Posts of Commercial Clerks, Madurai Division (Southern Railway)

3992. SHRI PILOO MODY : Will the Minister of RAILWAYS be pleased to state :

(a) the number of unsanctioned posts of Commercial Clerks kept pending in Madurai Division of Southern Railway and the period for which these posts are being kept as such ;

(b) the normal period within which such unsanctioned posts are to be regularised ;

(c) whether the posts of General Clerks at most of the Stations in Quilon-Ernakulam Section in Southern Railway are being kept as such since 1958 and Leave Reserve Junior Clerks are being utilised ; and

(d) if so, the reason for this step and the action Government propose to take in the matter ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Nil.

(b) Does not arise

(c) and (d). Leave Reserve Clerks had to be utilised at some of the Stations on Quilon-Ernakulam Section (i) to cope with increase in work-load at certain stations (ii) in place of Halt Agents who stopped away on account of poor remuneration and (iii) in vacancies in a few cases. Additional posts at some of the busy stations have been provided by adjustment of staff from less busy stations. The question of provision of additional posts in other stations is under examination.

पटना सिटी स्टेशन पर ऊपरि पुल का निर्माण और रेलवे लाइन के दक्षिण की ओर टिकट-घर का खोला जाना

3993. **श्री रामावतार शास्त्री** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पटना सिटी का विकास रेलवे लाइन के दक्षिण की ओर हो रहा है ;

(ख) यदि हां, तो क्या रेलवे लाइन के दक्षिण की ओर रहने वाले हजारों लोगों को उत्तर की ओर बने टिकट-घर से टिकटें खरीदनी पड़ती हैं ;

(ग) यदि हां, तो क्या इस क्षेत्र के लोग रेलवे लाइन के दक्षिण की ओर एक टिकट-घर खोलने और दक्षिण से उत्तर और उत्तर से दक्षिण को आने जाने के लिये एक लकड़ी के ऊपरि पुल के निर्माण की मांग करते रहे हैं ; और

(घ) यदि हां, तो इस संबंध में सरकार की प्रतिक्रिया क्या है ?

रेल मंत्री (श्री हनुमंतैया) : (क) सम्भवतः माननीय सदस्य का आशय पटना सिटी रेलवे स्टेशन से है। जहां तक रेल प्रशासन को जानकारी है, रेलवे लाइन के दक्षिण की ओर नगर का कोई विशेष विकास नहीं हो रहा है।

(ख) रेलवे लाइन के दक्षिण की ओर के निवासी स्टेशन के उत्तर की ओर के टिकट घर से टिकट खरीदते हैं।

(ग) जी नहीं।

(घ) प्रश्न नहीं उठता।

Discrepancies in Voters Lists Supplied to Candidates and Presiding Officers during Elections to Lok Sabha

3994. SHRI N. E. HORO :
SHRI BRIJRAJ SINGH—KOTAH :

Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether it has been brought to the notice of Government that voters lists supplied to the canditates did not tally with the lists provided to the Presiding Officers in certain cases in the recent Elections to the Lok Sabha ; and

(b) if so, the reaction of Government in this regard ?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. GOKHALE) : (a) and (b). Two such complaints, were received by

the Election Commission. On enquiry, both the complaints were found to be baseless.

Irrigation Projects under Construction

3995. SHRI N. E. HORO : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the number of irrigation projects in the country which are under construction ;

(b) how many of them are in need of foreign collaboration ; and

(c) how much time it will take to complete the construction of those projects which have crossed the scheduled time due to the shortage of foreign assistance ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) to (c) Out of the 227 (67 major and 160 medium) irrigation projects at present under construction in the country, no project is in need of foreign collaboration. The foreign exchange requirements of such projects for import of plant and machinery, raw materials etc. are met by the Government of India from time to time out of various credits including those provided by the World Bank for specific irrigation projects. The completion of these projects essentially depends upon the finances which the State Governments are able to allocate year to year for implementing these projects.

Improvement through Eleven-point Programme

3996. SHRI N. E. HORO : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have succeeded in bringing about some improvement in the situation through the Eleven-point Programme ; and

(b) whether Government are aware that a number of Railway officials are utilizing the Eleven-point Programme for their own benefits in respect of travelling allowances and contacts ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes.

(b) No.

Diesel Loco Shed for Kerala

3997. SHRI C. JANARDHANAN :
SHRI M. K. KRISHNAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to set up a Railway Diesel Locoshed Workshop in Kerala; and

(b) if so, the place where it will be located and the expenditure likely to be incurred on it ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No, Sir.

(b) Does not arise.

Multy-purpose Project in Mysore

3998. SHRI S. M. KRISHNA : Will the Minister of IRRIGATION AND POWER be pleased to state .

(a) whether Mysore Government have forwarded certain proposals in regard to setting up of a multi-purpose project in that State ; and

(b) whether the Centre have considered the scheme and if so, the result thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) and (b). No such praposals have been received in the Central Water and Power Commission from the Government of Mysore.

Sub-Committee to consider channel of promotion of Pharmacists in Indian Railways

3999. Will the Minister of RAILWAYS be pleased to state :

(a) whether a sub-committee was appointed to consider the pay-scale and channel of promotions of Pharmacists on Indian Railways sometime in 1969 ;

(b) whether the Railway Board had issued revised orders subsequently to their previous instructions conveying imposition of ban for the

revision of pay scales excluding those categories whose cases were already under active consideration ;

(c) if so, the reasons therefor ; and

(d) the outcome of the recommendations of Sub-Committee referred to in part (a) ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes ; the Departmental Council of the Joint Consultative Machinery appointed a sub-committee in November 1969 to examine the present duties and responsibilities of Pharmacists as compared to their former duties and to study the position in regard to stoie keeping and other duties in other hospitals.

(b) No.

(c) Does not arise.

(d) In pursuance of the recommendations of the Sub Committee, orders have been issued for creation, in relaxation of the ban orders, of additional posts on Railways as under :—

Divisions : One additional post of Pharmacist in each Division on the Zonal Railways and one additional post of Pharmacist in the C.L.W. in the grade of Rs. 205-280 (As) ; and

Headquarters : A maximum of four additional posts of Clerks on each Railway in the scale of Rs. 110-180 (As).

The above posts of Pharmacists are to be filled by promotion from amongst the Parmacists in grade Rs. 150-240 on the basis of seniority-cum-suitability.

The newly created posts of Pharmacists are not to be taken into account for the purpose of the annual review of the cadre of Pharmacists in respect of percentage of posts in the higher of the two grades.

Trade test in 'First Aid' for Pharmacists on Indian Railways

4000. SHRI RAJDEO SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Pharmacists on the Indian Railways have to undergo a trade test in 'First aid' to qualify for confirmation in their cadre ;

(b) whether the Doctors and Nurses are not required to undergo any such tests ; and

(c) if reply to parts (a) and (b) above be in affirmative, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) (a) and (b). Yes.

(c) Knowledge of First Aid is not included in the academic training of Pharmacists whereas it is a part of curriculum of Doctors and Nurses.

Additional Duties for Pharmacists

4001. SHRI RAJDEO SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Pharmacists in Indian Railways are required to attend jobs other than their duties such as Telephone Operation, Call man, Family Planning and Census ;

(b) whether certain posts had been surrendered although the category of Pharmacists is already overworked as a result of additional duties mentioned in part (a) above ,

(c) if so, the reasons for the deviation from the basic principle; and

(d) the main duties of a Pharmacist along with qualifications ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No. Pharmacists are not required to work as Telephone Operators or Call men. They Assist in Family Planning work and are liable for census duty like other Government servants.

(b) Three posts were surrendered on Northern Railway only.

(c) All medical personnel irrespective of their duties are expected to assist in the Family Planning work, especially motivation. Even the staff other than the medical staff assist in the motivational work of Family Planning. For Census Operation of 1971, such of the staff as volunteered, were nominated for census duty.

(d) A list of main duties and qualifications is given in the enclosed statement.

Main Duties and Responsibilities of Pharmacists

Statement

(i) He will dispense the pills, infusions, decoctions and mixtures by weight and measures as prescribed by the Railway Doctor. Any drug prescribed in quantities more than the maximum pharmaceutical does should not be dispensed unless the prescriber has definitely given an order to do so and initialled the quantity as prescribed. The issue of drugs to staff on their own or repeated issue of drugs or mixtures on some prescription unless expressly authorized for re-issue, is not allowed.

(ii) He will properly maintain fortnightly drug account.

(iii) He will be responsible for preparation of lotions, ointments and application of surgical dressings and bandages.

(iv) He will maintain dispensing and dressing rooms, and the appliances therein in proper and working order.

(v) He will attend to emergencies in the absence of Asstt. Surgeon in charge of health unit.

(vi) He will maintain all registers in connection with the medical statistics and prepare periodical returns, bills, indents under the supervision of the Assistant Surgeon Incharge.

(vii) He will receive stores from the parcel or goods offices or stores delivery clerk and enter the same in respective ledgers

(viii) He will return the unserviceable or surplus stores on advice notes to the stores delivery clerk or parcel or goods office and enter the number of the advice notes in the ledgers.

(ix) He will assist the doctors in the preparation of the annual/emergent indents of drugs, dressings instruments, medical and surgical appliances and medical stores of hospital/health unit.

(x) He will keep record in safe custody.

(xi) He will be responsible for maintenance of all old and current injury case sheets and all case papers which have been referred to D. M. O.

(xii) He will make entries on the top of all out-door tickets and injury case sheets, when required.

(xiii) He will prepare all certificates leaving disease column to be filled by the doctor.

(xiv) He will take the height, weight and chest measurement of the candidates and employees appearing for medical examination when required.

(xv) Where there is no nurse, he will maintain indoor register; take and verify thumb impressions of the patient on the diet sheets by his initials and take tempratures etc.

2. *Qualifications*: A certificate of training and proficiency in dispensing granted by a recognised school or by other examinors appointed by Government and must be registered if belonging to a State in which the state medical faculty maintains a list of registered Compounders.

D. A. R. Enquiries against Gazetted Officers (Northern Railway)

4002 SHRI RAJDEO SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Discipline and Appeal Rules enquiries against Gazetted Officers on Northern Railway are outstanding for more than two years ;

(b) if so, the number of such cases and the reasons for the delay ;

(c) whether these cases also include those where there is no delay on the part of the said Gazetted officers ;

(d) if reply to part (c) above be in affirmative, the steps proposed to be taken to finalise these inquiries early ; and whether these cases are likely to be reviewed for withdrawing suspension, pending enquiry ; and

(e) the steps proposed to be taken for the delays in enquiries on administrative grounds ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes, Sir.

(b) and (c). There are 8 Discipline & Appeal cases in progress. The long time taken in these cases is mainly attributable to delay on the part of the officers to inspect relevant documents and submit written statement of defence and/or due to difficulty in arranging the attendance of defence counsels/witnesses, especially in cases where a number of officers/non-gazetted employees are involved in a single case, etc.

(d) and (e). Of the officers involved in 8 cases referred to above, only two are under suspension. The progress in such as well as other cases is being watched/reviewed periodically. Of the two cases, where officers are under suspension, inquiry has since been completed in one case and the advice of the Central Vigilance Commission is awaited. In the other case, instructions have been issued for expediting the enquiry.

Collision of Passenger and Goods Train at Sonepur Junction (North Eastern Railway)

4003. SHRI P. GANGADEB :
SHRI NIHAR LASKAR :

Will the Minister of RAILWAYS be pleased to state :

(a) whether five compartments of 45-Down passenger train bound for Narkatiaganj were damaged and some passengers killed when it collided with the goods train Sonepur of the North Eastern Railway on the 23rd May, 1971;

(b) if so, the causes of the accident, and

(c) the number of persons killed and injured in the said accident and the loss to Railways as a result thereof ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (b). No. However on 21-5-1971 Down Gauhati Food Grain Special which started from Sonepur station rolled back after passing the Advanced Starter Signal due to its inability to negotiate the gradient between Sonepur and Hajipur stations. As a result it entered the Sonepur yard and collided with the empty rake of 464 Down Passenger train and a Dining Car already standing there. Consequently the rake of 464 Down Passenger train alongwith the Dining Car also rolled down and dashed against 456 Down Passenger train standing on another line.

(c) In this accident no one was killed. However 5 persons sustained minor injuries. The cost of damage to railway property has been estimated at approximately Rs. 1,600/-

Small Car Project in Kerala

4004. SHRI C. K. CHANDRAPPAN : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether the Kerala State Industrial Development Corporation has approached the Centre with a small car project; and

(b) if so, the decision taken by the Centre on this matter ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) An application under the Industries (Development & Regulation) Act 1951 for the grant of an industrial licence for the establishment of a new industrial undertaking in Kerala State for the manufacture of passenger cars had been received from the Kerala State Industrial Development Corporation Ltd., Trivandrum, in April, 1969.

(b) The application of the Corporation has been rejected since it involved import of capital goods. However, the Corporation has been informed that, in case they have a scheme for the manufacture of passenger cars based completely on indigenous resources without involving any foreign exchange expenditure, they may submit a fresh application, which will be considered on merits.

Rural Electrification Scheme in Bahraich District (U. P.)

4005. SHRI K. C. PANDEY :
SHRI MAHA DEEPAK SINGH :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether any scheme for rural electrification in District Bahraich (U. P.) was inclued among the schemes sent by the Uttar Pradash Government to the Central Government for inclusion in the Fourth Plan ; and

(b) whether this District has been included in the programme of rural electrification for the Fourth Plan and if not, the reasons thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) and (b). The electrification of 50 villages and energisation of 2000 irrigation pumpsets in the District of Bahraich (U. P.) has been included in the programme of rural electrification to be financed from the State Plan outlays during the Fourth Plan. In addition the Uttar Pradesh State Electricity Board have submitted a rural electrification scheme for sanction by the Rural Electrification Corporation for electrification of 71 villages and energisation of 480 pumpsets in the district of Bahraich. This scheme is under examination.

Broad gauge line between Maliya and Jamnagar

4006. SHRI JADEJA : Will the Minister of RAILWAYS be pleased to state :

(a) whether any decision has been taken to lay a broad gauge line between Maliya and Jamnagar in addition to the existing metre gauge line; and

(b) if so, the time when the work is likely to be completed ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No.

(b) Does not arise.

Loan Advanced by Rural Electrification Corporation to Gujarat

4007. SHRI JADEJA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Rural Electrification Corporation has advanced any loan to Gujarat State during 1970-71; and

(b) if so, the amount of loan given ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) and (b). The Rural Electrification Corporation has so far sanctioned Rs. 520.28 lakhs for rural electrification schemes in Gujarat State. The sanctioned amount is to be disbursed according to a phased programme of implementation. In the year 1970-71, a sum of Rs. 172.23 lakhs was disbursed.

Setting up of Collegium of Lawyers in Supreme Court and other Courts

4008. SHRI D. K. PANDA : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether during the time of Shri A. K. Sen as Law Minister, there was a proposal to set up a Collegium of Lawyers in the Supreme Court and other Courts of India; and

(b) if so, the fate of that proposal ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI NITIRAJ SINGH CHAUDHARY) : (a) and (b). No proposal to establish a Collegium of Lawyers as such has been considered by Government. But proposals to give greater autonomy to the Bar Councils and to establish an All India Bar Council were considered from time to time, as a result of which the Advocates Act, 1971 was enacted.

Restrictions on activities of Unions in North-East Frontier Railway

4009. SHRI M. KATHAMUTHU : Will the Minister of RAILWAYS be pleased to state :

(a) whether normal democratic and constitutional trade union activities are prohibited in the headquarters and other important Centres in North-East Frontier Railway ever since the 1968 token strike ; and

(b) if so, the reasons for extending these prohibitory orders ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Legitimate Trade Union activities of Railway employees at any place on Northeast Frontier Railway have not been prohibited.

(b) Does not arise.

Recommendations of the Job-Analysis Committee (North-East Frontier Railway)

4010 SHRI M. KATHAMUTHU : Will the Minister of RAILWAYS be pleased to state :

(a) whether job analysis was conducted in the Headquarters Offices of the North-East Frontier Railway in the year, 1969 ;

(b) if so, what were the recommendations of the Job-Analysis Committee ;

(c) whether these recommendations were implemented ; and

(d) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No.

(b) to (d). Do not arise.

Alternative arrangements for people on submergence of areas on completion of Gumati Hydro-Electric Project

4011. SHRI DASARATHA DEB : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the approximate area (in acreage) likely to be submerged under water when the Gumati Hydro-Electric Project, Tripura will be completed ;

(b) whether any scheme has been drawn up to provide alternative land to those who would be evicted from land due to the execution of this scheme ; and

(c) if so, before the submergence, what steps are being taken to provide alternative occupation to the people of the said area ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) At the maximum expected water level of + 312 feet, the area of submergence is about 18,400 acres.

(b) and (c). Schemes are in hand to provide alternative land ; compensation for huts, trees, cost of damage, land cost etc., is being provided in the meanwhile. Government are also trying to provide alternative means of livelihood to landless persons affected by the submergence. Tribals are proposed to be accommodated in Pilot Project at Karbook.

कासगंज जंक्शन पर रेलगाड़ियों के साथ अतिरिक्त डिब्बों का लगाया जाना

4012. श्री महा दीपक सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे में कासगंज जंक्शन से होकर जाने वाली रेल गाड़ियों के साथ सोने तथा बैठने वाले केवल दो डिब्बे लगाये जाते हैं ;

(ख) क्या अत्यधिक भीड़ होने के कारण यात्रियों को इन डिब्बों में स्थान नहीं मिल पाता है ; और

(ग) यदि हाँ, तो क्या सरकार का विचार उक्त जंक्शन से लगाये जाने वाले डिब्बों की संख्या मे वृद्धि करने की है ?

रेल मंत्री (श्री हनुमंतैया) : (क) कासगंज जंक्शन स्टेशन को 14 डाउन आगरा फोर्ट-लखनऊ एक्सप्रेस के लिए पहले दर्जे की दो शायिकाओं और दो-टायर शयन यान में तीसरे दर्जे की दो शायिकाओं का कोटा आबंटित किया गया है। कासगंज और आगरा के बीच 12 अप कुमाऊं एक्सप्रेस के साथ भी तीसरे दर्जे का एक डिब्बा चलता है जिसमें बैठने की 64 जगहें हैं।

(ख) उन्हें जगह मिल जाती है।

(ग) प्रश्न नहीं उठता।

टूंडला-एटा लाइन से हुई हानि तथा पचेना (बिहार) तक उसका विस्तार

4013. श्री महा दीपक सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर रेलवे की टूंडला-एटा शाखा लाइन से प्रतिवर्ष हानि होती है ;

(ख) क्या इस लाइन पर पर्याप्त यात्री न होने के कारण यात्री डिब्बे लगभग खाली रहते है ; और

(ग) क्या इस हानि को पूरा करने के लिये सरकार का विचार अलीगंज होते हुये बडे लाइन वाले स्टेशन पखेना (बिहार) तक विस्तार करने का है ?

रेल मंत्री (श्री हनुमंतैया) (क) बरहन-टूडला-दिल्ली-हावडा मुख्य लाइन का एक भाग है। लेकिन, बरहन-एटा शाखा लाइन अलाभ-प्रद है।

(ख) बरहन और एटा के बीच अप गाडियो का औसत उपयोग 59 प्रतिशत और डाउन गाड़ियो का 39 प्रतिशत है।

(ग) ऐसा कोई प्रस्ताव सरकार के विचाराधीन नही है।

Central Pay Commission Scale for Casual Workers on Railways

4014 SHRI KRISHNA HALDER : Will the Minister of RAILWAYS be pleased to state

(a) whether the casual workers employed on the Railways are given Central Pay Commission scale, and

(b) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) (a) and (b) On completion of six months' continuous service, casual labourers engaged on works other than projects are given regular scales of pay. Causual labourers engaged on projects are paid daily wages as their employment is against specific works which are not directly connected with the day-to-day running of the Railways

Supply of Wagons to Collieries in Raniganj-Asansol Coal-Belt

4015 SHRI ROBIN SEN Will the Minister of RAILWAYS be pleased to state :

(a) the total number of wagons supplied to different collieries in Raniganj-Asansol Coal-belt in 1969, 1970 and 1971 so far year-wise ; and

(b) the reason for less supply thereof ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Total number of wagons loaded were as given below —

1969	*1970*	*1971 (up to May)*
895372	799063	309357

(b) The shortfall in 1970 and 1971 was due to low level of demands up to August 1970 and large scale cancellation of sponsored rakes by the collieries and from September 1970 onwards due to dislocation of train services in the Eastern Sector of the country on account of various anti-social activities

Theft of Railway Wires

4016 SHRI PHOOL CHAND VARMA Will the Minister of RAILWAYS be pleased to state

(a) the loss suffered as a result of theft of Railway wires during the last three years, and

(b) the steps taken by Government to check such thefts ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) (a) The approximate loss suffered by the Indian Railways on account of theft of Railway wires during the years 1968-69, 1969-70 and 1970-71 is Rs. 3,82,823/-, Rs 5,58,637/- and Rs. 7,58,577/- respectively

(b) A statement is attached

Statement

The following steps are being taken to minimise the incidence of theft of Railway wires :—

(1) Joint foot patrolling of affected sectors at night is being done by the R.P.F. staff and gangmen and several camps have been opened in the West Bengal area which is most affected. These camps are manned jointly by the Government Railway Police and the Railway Protection Force for preventing thefts of overhead equip-

ment. Patrolling by armed personnel of the Railway Protection Special Force is also being done at vulnerable places on the Eastern and South Eastern Railways to prevent theft of overhead electric equipment.

(2) Patrolling by special Patrol trains is undertaken in badly affected areas whenever necessary. Mobile patrol parties on trolleys have also been arranged in some sections of Sealdah Division of the Eastern Railway. Escorts have been provided with Electrical Multiple Units at vulnerable places on the Eastern Railway.

(3) Some intelligence staff of the Bihar Police have been deputed to collect intelligence regarding criminals involved in thefts of overhead electric material.

(4) On the request of the Ministry of Railways, the Ministry of Home Affairs have addressed all State Governments drawing their attention to the increase in thefts of copper wire in the country which vitally affect the operation of goods and passenger trains. They have advised the State Governments that more attention needs to be paid by the police authorities concerned to vigorous and effective investigation of cases of thefts of copper/traction wire and signalling equipment and to their successful prosecution in courts.

(5) A series of high level meetings have been held with the State authorities of Bihar and West Bengal to discuss ways and means of tackling this problem. It has been decided to organise voluntary village organisations in affected places.

Licences for setting up of Industries in Punjab

4017. SHRI SAT PAL KAPUR : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the number of licences given by the Central Government to the Industrial Development Corporation, Punjab for setting up various industries, category-wise, during the years 1967-71 ;

(b) the number of industries set up so far out of these licences ; and

(c) whether the Government of Punjab have approached the Central Government for the renewal of the licences expired during this period and if so, the number thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) and (b). During the period from 1st January 1967 to 31st May 1971, no licence for the establishment of a new industrial undertaking has been issued to the Punjab State Industrial Development Corporation Ltd. However, 16 letters of intent for the setting up of new undertakings were issued to the Corporation during the above period. The various categories of industries to which these letters of intent relate are given in the attached statement. One licence for carrying on the business of an existing undertaking for the manufacture of steel billets was also issued. The projects are in different stages of execution.

(c) The Corporation had sought and obtained extension of the period of validity in respect of 10 letters of intent.

Statement

Category	*No. of Letters of Intent*
Food Processing Industries ..	3
Fermentation Industries (Beer) ..	1
Telecommunications ..	2
Glass ..	1
Industrial Instruments ..	1
Synthetic Detergents ..	1
Toilet soaps & glycerine ..	1
Agricultural Machinery (Tractors) ..	1
Automobiles (Scooters) ..	1
Man-made fibres ..	1
Dry Battery Cells ..	1
Automobiles Tyres & Tubes ..	1
Chemicals (Furfural) ..	1
Total	16

Take over of Andhra Scientific Company at Masulipatnam

4018. SHRI P. NARASIMHA REDDY : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state the decision taken by Government regarding take over of the Andhra Scientific Company at Masulipatnam ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) . The report of the Investigating Committee appointed by the Government under section 15 of the Industries (Development and Regulation) Act, 1951 (65 of 1951 for the purpose of making a full and complete investigation into the affairs of the Andhra Scientific Company, Masulipatnam, has been received recently and is under examination.

New Railway line between Ramagundam and Nizamabad *via* Karimnagar-Andhra Pradesh

4019. SHRI M. SATYANARAYAN RAO : Will the Minister of RAILWAYS be pleased to state :

(a) whether a new Railway line between Ramagundam and Nizamabad *via* Karimnagar in Andhra Pradesh is contemplated and the necessary survey has been made ;

(b) whether there has been any delay in the construction of the proposed line ; and

(c) if so, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No

(b) and (c). Do not arise.

New Railway lines for Telengana Region of Andhra Pradesh

4020. SHRI M. SATYANARAYAN RAO : Will the Minister of RAILWAYS be pleased to state :

(a) whether new Railway lines have been approved in the Telengana region of Andhra Pradesh ,

(b) the expenditure involved on them ; and

(c) the time by which these new lines will be laid ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No.

(b) and (c) Do not arise.

Setting up of Power Stations

4021. SHRI M. M. JOSEPH : Will the Minister of IRRIGATION AND POWER be pleased to state the names of power stations proposed to be set up in different States in the country during the year 1971-72 ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) . The required information is given in the Statement enclosed.

Statement

Power Stations being commissioned during 1971-72 in the different States

Name of Project	Unit No. & size MW	Total capacity
Andhra Pradesh		MW
1. Ramagundam Thermal	1×62.5+	62.5
Assam		
2. Tura Thermal	2×2.5+	5.0
3. Gauhati Thermal	1×30+	30.0
Bihar		
4. Rosi Hydro	2×5	10.0
5. Hathratu Thermal	1×100	100.0

Name of Project	Unit No. & size MW	Total capacity
Jammu & Kashmir		
6. Kalakot Thermal	2×7.5	15.0
7. Chenani Hydro	3×4.6+	14.0
Gujarat		
8. Dhuvaran Thermal	2×1.40	280.0
Kerala		
9. Kuttiadi Hydro	3×25+	75.0
Maharashtra		
10. Parli Thermal	2×30+	60.0
Mysore		
11. Sharavathi Hydro	1×89.1	89.1
Punjab		
12. U.B.D.C. Hydro	3×15+	45.0
Rajasthan		
13. Jawaharsagar Hydro	1×33+	33.0
Tamil Nadu		
14. Kodayar Hydro	1×40	40.0
15. Ennore Thermal	2×110	220.0
Uttar Pradesh		
16. Harduaganj IV Thermal	1×55	55.0
17. Obra Thermal	1×50	50.0
18. Obra Thermal Extension	1×100	100.0
West Bengal		
19. Jaldhaka Hydro	1×9	9.0
20. Little Ranjit Hydro	1×1	1.0
Himachal Pradesh		
21. Nogli Hydro	2×0.5	1.0
Non-Utility		
22. Bokaro Steel (Thermal)	2×55+1×12+	122.0
	Total :—	1416.6 MW

+ New Power Station. The rest are extension of plants at existing power stations.

Alcock Ashdown and Company Limited, Bhavnagar

4022. SHRI INDRAJIT GUPTA : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether M/s. Alcock Ashdown and Company Limited of Bhavnagar, Gujarat is facing danger of closure due to financial mismanagement ;

(b) whether the concern is controlled by Turner Morrison and Company, which itself is controlled by Shri Haridas Mundhra ;

(c) whether large credits had been advanced to the company by the State Bank of India and the Maharashtra Bank ; and

(d) if so, whether Government have decided to take-over the management of the concern and save it from the threatened closure ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) M/s. Alcock Ashdown & Co., Ltd., of Bhavnagar (Gujarat) have already closed down.

(b) Yes, Sir.

(c) and (d). Government have ordered on 3rd June, 1971, an Investigation under section 15 of the Industries (Development & Regulation) Act, 1951 into the affairs of the Company. The report of the Investigation Body is awaited.

Sale of Gold Spot

4023. SHRI N. K. SHARMA : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the sales in quantity and value of Gold Spot and other products of the same Company during the last three years ; and

(b) the source from which the factories manufacturing Gold Spot and allied products obtain the necessary beverage bases ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) According to the information received from M/s. Parle Bottling Company (P) Ltd., who have got registered the brands Gold Spot, Rim Zim, Kismet, etc., the total production during the last two years for their brands was as under :—

1969	64.40	Lakhs cases of 24 bottles each.
1970	73.26	

The approximate value of sales of these brands in 1969 was Rs. 4 Crores. The value of sales for the year 1970 is not available.

(b) Concentrate base for Gold Spot etc., is supplied by M/s. Parle Bottling Company (P) Ltd., the various units on franchise arrangement basis.

बिहार में रेल गाड़ियों में सुरक्षा

4024. **श्री रामशेखर प्रसाद सिंह** : क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उन्होंने हाल ही में रेलों में सुरक्षा से सम्बन्धित मामले पर बिहार के मुख्य मंत्री और रेल अधिकारियों से बातचीत की है ; और

(ख) यदि हां, तो इसके क्या परिणाम निकले हैं ?

रेल मंत्री (श्री हनुमंतैया) : (क) और (ख). रेल मंत्री ने बिहार के मुख्य मंत्री और रेल प्राधिकारियों के साथ विचार-विमर्श किया। रेलवे सुरक्षा दल के महानिरीक्षक को पटना जाकर बिहार राज्य-प्राधिकारियों से बातचीत करने के लिए कहा गया था। वे 7-6-1971 को और फिर 18-6-1971 को वहां पहुंचे और उन्होने वरिष्ठ पुलिस अधिकारियों, मुख्य सचिव और मुख्य मंत्री से बातचीत की। गाड़ियों, खासकर रात की गाड़ियों की मार्गरक्षण-व्यवस्था में सुधार लाने के तौर-तरीके और रेलों पर पुलिस तैनात करने के सम्बन्ध में विचार-विमर्श हुआ और जिन उपायों के बारे में विनिश्चय किया गया है उन्हें कार्यान्वित किया जा रहा है। बिहार पुलिस महानिरीक्षक ने, बिहार मिलिटरी पुलिस से कुछ सैनिकों को लेकर सरकारी रेलवे पुलिस को और सुदृढ़ किया है। रेलों ने भी बिहार पुलिस को कुछ कुमुक भेजी है। रात्रि की सवारी गाड़ियों के मार्गरक्षियों की संख्या भी बढ़ा दी गयी है।

M.P.'s Bag snatched away at Howrah Station

4025. SHRI MOHAMMED SHERIFF : Will the Minister of RAILWAYS be pleased to state :

(a) whether the bag of a Member of Parliament was snatched away by some persons on the 16th May at Howrah Station while he was boarding a train ;

(b) whether the policemen who were on the platform were reluctant to catch thieves even after the request of the M. P. ;

(c) whether he received any letter from the affected M. P. regarding this matter ; and

(d) if so, the reaction of Government thereto ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Enquiry made so far has revealed that the bag was removed through the off-side window of the First Class coup occupied by him.

(b) Enquiry made so far has revealed that an Assistant Sub-Inspector and a Havaldar of the Government Railway Police made a search for the miscreant near about the platform.

(c) Yes.

(d) Two Senior Railway Officers were deputed to make a thorough enquiry into the matter. The Government Railway Police, Howrah, had already registered the case on 16-4-1971 under section 379 IPC and the case is still under investigation under the supervision of Deputy Superintendent Railway Police, Howrah. No arrest has been made so far and no property has been recovered.

Absorption of Surplus Staff on Electrification of Waltair-Kirandul Scheme

4026. SHRI JAGADISH BHATTACHARYYA : Will the Minister of RAILWAYS be pleased to state the period by which the surplus staff of other Electrification Schemes is proposed to be absorbed in the proposed Waltair-Kirandul Electrification scheme ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : On the Waltair-Kirandul Section, the requirement of staff is expected to reach the maximum by around March, 1974. The posts as and when required up to March, 1974 would be filled by the surplus staff available from other Electrification Units of the South Eastern Railway.

Discrimination in Payment of Arrears of Wages to Temporary and Permanent Employees of Guntakal and Olavakkod Divisions (Southern Railway)

4027. SHRI ESWARA REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the discrimination in the matter of payment of arrears of wages between the temporary and permanent employees who were acquitted by the courts of law in the cases launched in connection with the 19th September strike of 1968, at Guntakal and Olavakkod Divisions has been removed ; and

(b) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (b). Services of the temporary employees in question were terminated under Rule 149-RI of Indian Railway Establishment Code Vol. I following their participation in the strike on 19-9-1968. They were subsequently taken back to duty as an ex-gratia measure in pursuance of the general policy of the Government.

The period of their absence between the date of termination and the date on which they were put back to duty has been treated as *die-non* in accordace with the general decision of the Government and they are, therefore, not entitled to any wages for the said period.

The permanent employees, who were arrested/prosecuted in the context of strike on 19-9-68 were placed under suspension. They were subsequently put back to duty as a matter of general policy of the Government and the period of suspension has been regularised in terms of Rule 2044-RII of the Indian Railway Establishment Code Vol. II and payment as admissible under this rule has been made in these cases.

Unauthorised Occupation of Railway Quarters by Employees on Northeast Frontier Railway

4028. SHRI ESWARA REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) the number of unauthorised occupation of Railway quarters by employees of Northeast Frontier Railway during the last two years;

(b) whether these occupations are later regularised with the consent of recognised Unions ; and

(c) the reasons for the depriving the senior employeees from the allotment of quarters by this proecss ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Death due to collapse of Railway Quarters at Renigunta (Southern Railway)

4029. SHRI ESWARA REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether three people had died as a result of the collapse of Railway quarters at Renigunta recently ;

(b) whether these quarters were in a neglected condition and their maintenance was not properly done ; and

(c) whether Railway quarters at many other stations in Guntakal Division are in the same neglected condition and if so, the reasons why no action was taken to repair such quarters ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No railway quarters collapsed at Renigunta recently. Only a portion of the compound wall of a quarter at Renigunta, collapsed on 25th, December, 1970, resulting in the death of two children.

(b) and (c). No. The quarters are maintained in good condition. The collape of the compound wall in the above case, was caused by the roots of a creeper penetrating through the wall and the additional load to which the wall was subjected by a pendal put up for the creeper by the occupants.

Subsidised Hostel for Students at Tirupati

4030. SHRI ESWARA REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway employees of Guntakal Division have requested the administration to provide a subsidised hostel for students at Tirupati ; and

(b) if so, the action taken in the matter ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes.

(b) There is already a subsidised Hostel for the Telugu Linguistic group at Secunderabad. In view of the need for economy, it is not proposed to open another subsidised Hostel for the same Linguistic group at Tirupati.

Reconstruction of Alwaye Railway Station

4031. SHRI M. K. KRISHNAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the attention of Government has been drawn to the Resolution adopted by the Alwaye Municipal Council, Kerala demanding that the Alwaye Railway Station should be reconstructed ; and

(b) if so, the reaction of Government thereto ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (b). The representation received was for reconstructing the station building. Since the existing building of the Alwaye station is in good condition and is by and large adequate for the present level of passenger traffic handled at this station, it is not considered justified to replace the existing building by a new building.

Work of Marshalling Yard near Ernakulam and construction of Overbridges given on contract

4032. SHRI M. K. KRISHNAN: Will the Minister of RAILWAYS be pleased to state :

(a) whether work in connection with the Marshalling Yard near Ernakulam South Junction, Kerala and construction of bridges in the

doubling work of the Railway line from Ernakulam to Shoranur has been given on contract by the Executive Engineer, Ernakulam ; and

(b) if so, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a). and (b) Out of 25 contracts awarded so far for these works, one has been awarded by the Executive Engineer, Ernakulam, as its monetary value was within his competence.

Strike by Gangmen of main line, Asansol Division (Eastern Railway)

4033. SHRI MOHAMMAD ISMAIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Gangmen, working on the main line, Asansol Division, Eastern Railway went on a strike on the 29th May 1971 to protest against the attack on one Gangman by Railway Protection Force personnel ;

(b) whether any action has been taken against the guilty Protection Force personnel : and

(c) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Following incident of an assault on a gangman at Mankar Station of Eastern Railway on 28-5-71 allegedly by certain members of the Railway Protection Special Force, there were demonstrations and squatting on the track by gangmen and outsiders, resulting in dislocation of train services for sometime on the 28th and the 29th May, 1971, in the Durgapur-Asansol Section of Eastern Railway.

(b) Orders have been issued for the suspension of the Railway Protection Special Force Rakshak concerned and enquiry under Discipline and Appeal Rules is on hand.

(c) Does not arise.

Unclaimed Wagons of foodgrains in Sealdah Division (Eastern Railway)

4034. SHRI SUBODH HANSDA : Will the Minister of RAILWAYS be pleased to state :

(a) whether a large number of wagons carrying foodgrains are laying unclaimed in Railway yards of Eastern Railway, particularly at Sealdah, Bongaon and Chitpur in Sealdah Division.

(b) if so, for how long these have been lying unclaimed ; and

(c) the steps Government are taking to dispose them of ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes.

(b) The details are given in enclosed statement.

(c) Contents of wagons are unloaded to the extent there is capacity in railway godowns. Notices under Sections 55 and 56 of Indian Railways Act are served on senders for taking delivery of consignments. Rates of demurrage and wharfage have been raised to the maximum limit obtaining on Eastern Railway from 28-5-1971. A meeting was convened by the Food Minister of West Bengal on 10-6-71 as a result of which 91 wagons were taken delivery of up to 30-6-71.

Statement

Position as on 30-6-71

Station	No. of wagons of Foodgrains standing underload and unclaimed in Sealdah Division of Eastern Railway.	Oldest date from which lying.
Sealdah	Nil	—
Bongaon	14	15-6-1971
Chitpur	19	15-6-1971
Barasat	9	17-6-1971

Measures to improve Drainage System in West Bengal

4035. SHRI SUBODH HANSDA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether heavy damage of paddy and property is caused due to floods in West Bengal every year ;

(b) whether this is due to the fact that the drainage system in West Bengal is not satisfactory ; and

(c) if so, the steps being taken to improve the drainage system in West Bengal and particularly in the Districts of Midnapur and 24 Parganas ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) and (b). Damage of different magnitude occur in West Bengal State almost every year due to floods and drainage congestion. Heavy damage to crops and property has been reported during the last three years.

(c) A number of schemes for the improvement of drainage have already been taken up and more schemes have been included in the State's Fourth Plan for benefiting the Southern districts of West Bengal including Midnapur and 24 Parganas. Some of the important schemes in the districts of Midnapur and 24 Parganas are the Dubda Basin Drainage Scheme, Eastern Mograhat Drainage Scheme, Central Basin Drainage scheme and Kaldaghye Drainage scheme.

Assessment of Demands for Wagons for Agricultural and Industrial Goods

4037. SHRI R. S. PANDEY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways are unable to provide adequate and timely transport facilities to meet demands of agriculture and industry in the country ;

(b) whether Government have made any survey in this regard and worked out any proposal to provide more rail wagons to meet the growing needs of transport of agricultural and industrial goods in the country ; and

(c) if so, the measures taken in this regard ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No. There is, however, a temporary shortfall in clearance of the traffic for agriculture and industry due to serious hold up of Railway wagons in the Eastern sector of the country.

(b) Procurement of wagons in relation to the traffic requirements is under constant review and additional wagons are provided whenever traffic justifies. However, there is at present no shortage of wagons as such. It is the deteriorating law and order situation in the Eastern sector of India which has caused serious dislocation to the smooth flow of traffic not only in this sector, but, as a chain reaction, all over India and created temporary short availability. Given the normal conditions, adequate wagon fleet is available to meet the current demands.

(c) Does not arise.

ग्यारह सूत्री कार्यक्रम के अन्तर्गत स्वयं सेवकों के क्रियान्विति सैल पर व्यय

4038. **श्री हुकम चन्द कछवाय** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि भूतपूर्व रेल मंत्री द्वारा ग्यारह सूत्रीय कार्यक्रम के अन्तर्गत बताये गये स्वयं सेवकों के क्रियान्विति सैलों पर सरकार ने कुल कितनी धनराशि खर्च की है ?

रेल मंत्री (श्री हनुमंतैया) : 30 जून, 1971 तक गैर-रसकारी स्थायी स्वैच्छिक सहायता समिति पर कुल 52,300 रुपये खर्च हुए ।

दक्षिण रेलवे में तिरुचिरापल्ली-रेनीगुन्टा सवारी गाड़ी की अप्रैल, 1971 में हुई दुर्घटना

4039. **श्री हुकम चन्द कछवाय :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने तिरुचिरापल्ली-रेनीगुन्टा सवारी गाड़ी, जो अप्रैल, 1971 के शुरू में दक्षिण रेलवे के रमापुरम और सिद्दमपल्ली

स्टेशनो के बीच उलट गई थी, के सम्बन्ध मे कोई जांच की है , और

(ख) यदि हा, तो उसके क्या निष्कर्ष निकले ?

रेल मंत्री (श्री हनुमंतैया) : (क) और (ख) 14-4-1971 को रामापुरम और सिद्दम्पल्ली स्टेशनो के बीच 122 डाउन तेज सबारी गाडी के पटरी से उतरने की घटना के सम्बन्ध मे रेल अधिकारियो की एक समिति द्वारा जाच की गयी थी । जाच समिति के निष्कर्ष के अनुसार दुर्घटना कुछ अज्ञात व्यक्ति या व्यक्तियो द्वारा तोड-फोड की कार्रवाई के कारण हुई थी ।

Leave Reserve Commercial Clerks in Madurai Division (Southern Railway)

4040 SHRI P L BARUPAL Will the Minister of RAILWAYS be pleased to state

(a) the sanctioned percentage of Leave Reserve staff for Commercial Clerks ,

(b) whether this percentage of leave reserve is actually available in Southern Railway on each Division, for the purpose for which it is intended , if not, the reasons therefor ,

(c) whether most of the Leave Reserve Junior Clerks are working in permanent vacancies for periods ranging from 5 to 15 years at Stations like Mavelikara, Kayankulam, Tiruvalla and Quilon in Madurai Division of Southern Railway , and

(d) if so, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) (a) to (d) The information is being collected and will be laid on the Table of the Sabha

Assistance to Improve Power Position in U. P.

4041 SHRI S. M. BANERJEE Will the Minister of IRRIGATION AND POWER be pleased to state .

(a) whether any financial assistance has been given to U P to improve their power position ,

(b) if so the total amount of financial assistance given during the last three years ,

(c) whether any technical assistance is also being given , and

(d) if so, to what extent ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B N KUREEL) (a) Since the commencement of the Fourth Plan Central assistance to State Plan' Schemes is being given in the form of block loans and grants towards their overall plan expenditure and not for any specific projects

(b) The financial assistance given during the years 1969 70 and 1970-71 amounted to Rs 93 79 crores and Rs 95 44 crores respectively The Central assistance fixed for 1971-72 for the State is Rs 105 20 crores

(c) and (d) Technical assistance on matters relating to power is being provided by the Central Water and Power Commission whenever asked for by the State authorities to the extent necessary

Issue of Licence to Modi Group of Concerns for setting up of a Tyre Factory in U. P.

4042 SHRI S M BANERJEE Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state

(a) whether an Industrial Licence has been or is being given to Modi Group of concerns for establishment of a Tyre Factory in Uttar Pradesh ,

(b) if so, whether any final decision has been taken ,

(c) whether it has been cleared by the Department of Company Affairs , and

(d) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) (a) to (d) M/s Modi Industries Ltd , have been issued a Letter of Intent dated 25.9.1968

(validity extended up to 25 12 1971) for establishment of an automobile tyres and tubes factory in U P. This Letter of Intent will be converted into a licence as soon as their capital goods requirements are cleared by Government No clearance from the Department of Company Affairs in this case was required in view of the fact that the party had already taken steps to implement the Letter of Intent before the 1st June, 1970 when the M R I P Act came into force

मुगलसराय मे रेलवे के सामान की चोरी

4043. **श्री ब्रजराज सिह—कोटा :** क्या रेल मत्री यह बताने की कृपा करेगे कि

(क) मुगलसराय मे रेलवे के सामान की चोरियो के विरुद्ध अभियान चलाने के परिणामस्वरूप इस प्रकार की घटनाओ मे कितनी कमी हुई है,

(ख) गत वर्ष और चालू वर्ष के दौरान मुगलसराय मे रेलवे के सामान की चोरियो के तुलनात्मक आकडे क्या है,

(ग) मुगलसराय मे चलाये गये अभियान के समान, रूसी गतिविधियो के लिये अन्य बदनाम स्टेशनो मे भी चोरिया रोकने के लिये क्या कार्यवाही करने का विचार है, और

(घ) यदि हा, तो वे कौन-कौन से स्टेशन है ?

रेल मंत्री (श्री हनुमंतैया) : (क) अपराधो के उचित पजीकरण पर बल दिये जाने के कारण मुगलसराय मे ही पकडी गयी चोरियो की सख्या मे वृद्धि हुई है। चुरायी गयी सम्पत्ति बरामद करने और अपराधियो को गिरफ्तार किये जाने मे भी काफी वृद्धि हुई है जिसका असर अच्छा पडा है, विशेष रूप मे पूर्वोत्तर रेलवे पर जिसका माल मुगलसराय के रास्ते जाता है।

(ख) एक विवरण सलग्न है।

(ग) और (घ) जी हा। साबरमती मे ऐसा अभियान पहले से ही चलाया जा चुका है।

विवरण

वर्ष	बुक किये गये परेषणो की चोरियो के पकडे गये मामलो की सख्या	चोरी गयी सम्पत्ति का मूल्य	बरामद की गयी सपत्ति का मूल्य	गिरफ्तार किये गये अपराधियो की सख्या
		रु०	रु०	
नवम्बर, 70 से मई, 71 तक	70	74, 130	40,459	10
नवम्बर 69 से मई, 70 तक	54	48,079	8,794	3

रेल मंत्रालय में शिक्षा का अलग विभाग

4044. **श्री ब्रजराज सिह—कोटा :** क्या रेल मत्री यह बताने की कृपा करेगे कि :

(क) क्या हाल ही मे आबू रोड मे अखिल भारतीय अध्यापक सघ का दो दिन का सम्मेलन हुआ था;

(ख) क्या उस सम्मेलन मे यह माग की गई थी कि रेलवे कर्मचारियो के बच्चो की शिक्षा की देख-रेख के लिये रेलवे मत्रालय मे एक अलग विभाग होना चाहिए, और

(ग) यदि हा, तो रेलवे मे शिक्षा पद्धति के पुनर्गठन के लिये क्या कदम उठाये जा रहे है ?

रेल मंत्री (श्री हनुमंतैया) : (क) जी हां ।

(ख) एक संकल्प पारित किया गया था जिसमें यह मांग की गयी थी कि रेलवे बोर्ड के स्तर पर अलग से एक शिक्षा अधिकारी होना चाहिए और बेहतर समन्वय स्थापित करने के लिए निम्न स्तर पर वरिष्ठ शिक्षा अधिकारी तथा सहायक शिक्षा अधिकारी होनें चाहिए और इन पदों पर मौजूदा रेलवे शिक्षकों को रखा जाना चाहिए ।

(ग) चूकि रेलवे स्कूल राज्यों द्वारा निर्धारित पाठ्यचर्या का अनुपालन करते है; इस लिए शैक्षणिक विषय क्षेत्रीय रेलों के महाप्रबन्धको या रेलवे बोर्ड द्वारा नियंत्रित नही किये जाते । अतः सामान्य प्रबन्ध के लिए वर्तमान संगठन को पर्याप्त समझा जाता है ऐसी स्थिति में, क्षेत्रीय मुख्यालयों या रेलवे बोर्ड में शिक्षा अधिकारियों को नियुक्त करने का विचार नही है ।

Representation from Western Railway Teachers' Association regarding Revised Pay Scales at par with the Ministry of Education

4045. SHRI P. M. MEHTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Teachers employed by the Railways were treated at par with those employed under the Ministry of Education regarding the Scales of Pay etc.;

(b) whether the Teachers under the Ministry of Education are given benefit of revised scales of pay with effect from 21st December, 1967 and the Teachers under the Ministry of Railways are deprived of the benefit of the Scales ;

(c) if so, the reasons therefor ; and

(d) whether any representation from the 'Western Railway Teachers Association' has been received ; if so, the points raised in representation and the action taken thereon ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA): (a) Yes.

(b) and (c). On the basis of the recommendation of the Kothari Commission as adopted by the Ministry of Education, with effect from 21-12-1967, for Schools in Centrally administered areas, the scales of pay of Teachers working in Railway Schools were revised upward with effect from 1-5-1969. The adoption of the revised scales for Railway Schools was not an automatic process and it took some time to examine the recommendations of the Commission with a view to their adoption in Railway Schools and orders were given effect to as soon as decision was taken.

(d) No.

Setting up of Scooter Factory in Karala

4046. SHRIMATI BHARGAVI THANKAPPAN : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether, in view of the existing facilities and local technical know-how available in Kerala for the manufacture of Scooters, the Central Government propose to start a factory in the public sector in the States ;

(b) whether any request has been made by the State Government in this regard; and

(c) if so, the reaction of the Central Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) While Government have already taken a decision to set up a project in the public sector for the manufacture of scooters, the question of location of the proposed public sector project has not yet been considered.

(b) A request had been recived from the Government of Kerala for the location of the proposed central public sector project for the manufacture of scooters in that State.

(c) The State Government have been informed that their request will receive due consideration along with similar requests received from other State Governments, at the appropriate time.

Production of Agricultural Tools and Machinery in U.P

4047 SHRI B R SHUKLA Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state

(a) whether there is any manufacturing plant for the production of agricultural tools and machinery in Uttar Pradesh especially tractors, threshers and motor engines for tube wells

(b) if not whether Government propose to take steps for starting such factories with a view to boost up agricultural production in the State and

(c) the number and date of applications for tractor manufacturing projects which are pending in Uttar Pradesh ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) (a) and (b) There are 147 small scale units in Uttar Pradesh making different types of agricultural implements as detailed below —

	Type of Equipment	No of Units
1	Tillage equipment like plough, disc, harrow etc	63
2	Seeding planting and inter-culture equipment	15
3	Plant Protection equipment	3
4	Equipment for harvesting thrashing etc	28
5	Equipment for processing, seed cleaning grading etc	30
6	Irrigational equipment	8
		147

In addition, there is one factory making agricultural discs

As regards agricultural machinery, there is no unit in U P manufacturing such machinery at present However, Government have approved 4 schemes for the manufacture of agricultural tractors and one scheme each for the manufacture of power tillers and rotavators

There are three factories manufacturing diesel engines which can be used for tubewells In addition there are 124 units in the small scale sector making diesel engines and components thereof

(c) One application for industrial licence for the setting up of a tractor manufacturing plant in Uttar Pradesh is under consideration

Consumption and Demand of Cement in U. P.

4048 SHRI B R SHUKLA Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state

(a) the annual average consumption and demand of cement in Uttar pradesh during the last three years ,

(b) how much of this cement has been imported in Uttar Pradesh from outside sources and

(c) whether Government propose to set up a cement factory in Uttar Pradesh in view of increasing demand of cement ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD)

(a)	1968	14,40,389 Tonnes
	1969	15 83,154 Tonnes
	1970	16,93,865 Tonnes
(b)	1968	11,43,936 Tonnes
	1969	12,08,860 Tonnes
	1970	13,60 896 Tonnes

(c) The Government of Uttar Pradesh has set up a new factory at Dalla with a capacity of 4 lakh tonnes per annum, and it has already gone into production A scheme for setting up a cement factory at Baruwala near Dehradun (U P) with an installed capacity of 2,00,000 tonnes per annum is under considecation by the Cement Corporation of India.

Overaged Steam-Engine Locomotives in Sealdah-Division

4049. SHRI TRIDIB CHAUDHURI : Will the Minister of RAILWAYS be pleased to state :

(a) the number of steam engine locomotives in service in the Sealdah Division of the Eastern Railway and how many of them are overaged;

(b) whether the chronic lack of punctuality in passenger train services in the Sealdah Division is largely due to engine troubles on account of the use of overaged engines; and

(c) if so, the steps being taken by Government to remedy the position ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) There are 135 Broad Gauge steam locomotives on Sealdah division out of which 32 are overaged. These 32 are being used for Departmental and Shunting services.

(b) No.

(c) Does not arise.

Glass Factory in Saharsa (Bihar)

4050. SHRI R. P. YADAV : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether raw-materials for glass are found in abundance in District Saharsa(Bihar); and

(b) if so, the steps being taken by Government to establish a glass factory in this area ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) No, Sir.

(b) Does not arise.

Quota for Members of Parliament in Assam Mail

4051. SHRI R. P. YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether the only train coming from Barauni Junction to Delhi is Assam Mail which connects North Bihar with the capital; and

(b) the number of berths in that train for the Members of Parliament coming directly from North Bihar ?

THE MINISTER OF RAILWAYS : (SHRI HANUMANTHAIYA) : (a) Yes.

(b) A quota of two First Class berths on 85 Up Assam Mail has been allotted to Patna Jn. for Members of Parliament during the periods when the Parliament is in session. Another quota of two First Class berths has also been earmarked on the Assam Mail as V. I. P. quota, from which Members of Parliament are allotted accommodation by the Divisional Superintendent, North Eastern Railway, Samastipur.

Irrigation in Orrisa

4052. SHRI D. K. PANDA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the total extent of cultivable land in the State of Orissa and the percentage of such land brought under irrigation ;

(b) the plan and the period fixed for bringing the remaining lands under irrigation ;

(c) the numbers and names of irrigation projects under investigation at present ; and

(d) the measures proposed and the period fixed for completion of the projects under construction in the State of Orissa ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) and (b). Out of the total cultivable area of about 150 lakh acres in Orissa about 14% has been brought under irrigation till 1970-71. Resources being available, it may take another 4 or 5 Five-Year Plans to fully exploit the irrigation potential of the State.

(c) A statement is attached.

(d) 3 major and 12 medium schemes are at present under construction in Orissa. Two of the major schemes namely, Hirakud Stage-I and Salandi Project are practically completed and the third namely, Mahanadi Delta Project, is likely to be completed in the Fifth Plan.

Of the 12 Medium projects, 9 projects are expected to be completed during the Fourth Plan and the remaining 3 projects in the Fifth Plan.

Statement

Irrigation Project Schemes Under Investigation in Orissa with Central Loan Assistance

Sl. No.	Name of Scheme
1.	Lower Suktal Irrigation Project
2.	Lower Lant Irrigation Project
3.	Titilagarh Irrigation Project
4.	Harihatjore Irrigation Project
5.	Aunil Irrigation Project
6.	Tikra Irrigation Project
7.	Singadajore Irrigation Project
8.	Jatuk Irrigation Project
9.	Sankhanti Irrigation Project
10.	Telengiri Irrigation Project
11.	Badnala Irrigation Project
12.	Upper Kolab Project
13.	Utkapadu Irrigation Project
14.	Putra Irrigation Project
15.	Litiladi Irrigation Project
16.	Sandul Irrigation Project
17.	Sundar (Indra Stage-I)
18.	Noral Irrigation Project
19.	Bagda Irrigation Project
20.	Virol Irrigation Project
21.	Renal Irrigation Project
22.	Upper Baitarani Irri. Project
23.	Khadkai Irrigation Project
24.	Bhalujedi Irrigation Project
25.	Conadi Irrigation Project
26.	Bagh Irrigation Project
27.	Kuanria Irrigation Project
28.	Lodani Irrigation Project
29.	Kansabhal Irrigation Project
30.	Sarapgarah Irrigation Project
31.	Barsuam Irrigation Project
32.	Ramanadi Irrigation Project

बिहार राज्य में ग्रास्त विद्युतीकरण

4054. **श्री एस० पी० वर्मा :** क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) ग्राम विद्युतीकरण योजना के अंतर्गत चौथी पंचवर्षीय योजना के अन्त तक बिहार राज्य के कितने ग्रामो का विद्युतीकरण करने का प्रस्ताव है तथा 31 मार्च 1971 तक राज्य में कितने गावों में विद्युतीकरण किया गया है ;

(ख) क्या ग्राम विद्युतीकरण योजना के अंतर्गत उन गावों को प्राथमिकता दी जाएगी जहां सिंचाई के अन्य कोई साधन नही हैं तथा जो केवल वर्षा पर निर्भर है; और

(ग) यदि हां, तो क्या बिहार राज्य के ऐसे गावो मे, विशेषकर गया जिले में प्राथमिकता के आधार पर विद्युतीकरण कार्य आरम्भ किया गया है और यदि नही, तो उसके क्या कारण है ?

सिंचाई और विद्युत् मंत्रालय में उपमंत्री (श्री बैजनाथ कुरील): (क)से(ग). चौथी योजना में ग्राम विद्युतीकरण स्कीमों मे पम्पो को उर्जित करने पर बल दिया जा रहा है और ग्राम विद्युतीकरण इस कार्यक्रम का एक आनुषंगिक भाग है। चौथी योजना के अन्त तक बिहार में 175,000 पम्पों के उर्जित होने और 12,200 ग्रामों मे बिजली लगने की उम्मीद है जबकि चौथी योजना के आरम्भ में उर्जित पम्पों की संख्या 50,000 थी और विद्युतीकृत ग्रामों की संख्या 6,350 थी। उन ग्रामों में पम्पों के उर्जन को उचित प्राथमिकता दी जा रही है जहां पर भूगत जल की शक्यता है और सिंचाई के कोई और साधन नहीं हैं। गया जिले में विद्युतीकृत ग्रामों/उर्जित पम्पों की संख्या अपेक्षयता अधिक रही है। 31 मार्च, 1970 तक इस जिले के कुल 6,236 ग्रामों में से 1,400 ग्राम विद्युतीकृत हुए थे जो कि राज्य के 10.5 के औसत प्रतिशतांश के मुकाबले 22.4 प्रतिशत है। उस समय तक राज्य के कुल उर्जित पम्पों में से 31 प्रतिशत पम्प गया जिले में थे।

बिहार में गया, पटना और शाहाबाद में ग्राम विद्युतीकरण

4055. **श्री एस० पी० वर्मा :** क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दक्षिण बिहार में गया, पटना और शाहाबाद में ग्राम विद्युतीकरण के लिए मंजूर शुदा योजनाओं पर कार्य गत चार वर्षों से अपेक्षित सामग्रियों की कमी से रुका पड़ा है अथवा अधूरा पड़ा है;

(ख) क्या बिहार राज्य बिजली बोर्ड के पास समूचे अधिकार केन्द्रित है और इसके परिणामस्वरूप अपेक्षित सामग्री समय पर उपलब्ध नही होती है ; और

(ग) यदि हां, तो क्या सरकार का विचार उक्त बोर्ड में केन्द्रित अधिकारों को विकेन्द्रित करने का है ताकि कार्य मे तेजी लाई जा सके और ग्राम्य योजनाओ को समय पर पूरा किया जा सके ?

सिंचाई और विद्युत् मंत्रालय में उपमंत्री (श्री बैजनाथ कुरील): (क) से (ग). बिहार मे ग्राम विद्युतीकरण स्कीम की प्रगति पर वित्तीय साधनों की तंगी और कच्चे सामान की देशव्यापी कमी का भी प्रभाव पड़ा है। इस्पात के लिए मांग पत्रों के सम्बन्ध में अग्रिम आयोजना को कार्यरूप देने के लिए बिहार राज्य विद्युत् बोर्ड ने अनेक उपाय किये हैं। देश में बने सामान के नियतन की व्यवस्था प्राथमिकता के आधार पर भी की गई है। अभी तक 1971 वर्ष के दौरान 16,000 मीटरी टन की व्यवस्था की जा चुकी है। इसके अतिरिक्त बिहार में विद्युत् विकास स्कीमों के लिए लगभग 2500 मीटरी टन इस्पात का आयात भी किया जा रहा है। सामग्री के प्रबन्ध में सुधार की बात राज्य विद्युत् बोर्ड और राज्य सरकार की सामर्थ्य के अंतर्गत है और इस तरह के सुधार के प्रस्ताव उनके विचाराधीन हैं। बहरहाल, चौथी योजना के दौरान ग्राम विद्युतीकरण कार्यक्रमों को आगे बढ़ाने के लिए कार्य प्रणाली अनुकूल की जा रही है। अनुमान है कि चौथी योजना के अंत तक 12,200 ग्रामों का विद्युतीकरण हो जाएगा और 1,75,000 सिंचाई पम्प सेटों को बिजली से चलाया जाएगा जबकि इसकी तुलना में चौथी योजना के आरम्भ में 6,350 ग्रामों का विद्युतीकरण किया गया था और 50,000 पम्प सेट बिजली से चलाये जा रहे थे।

Implementation of recommendations made by Law Commission

4056. SHRI C CHITTIBABU : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) the number of Reports submitted so far by the Law Commission ;

(b) the number of recommendations so far accepted by Government , and

(c) to what extent these recommendations have been implemented ?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. GOKHALE) : (a) The Law Commission has submitted 42 Reports. A statement giving the subject matter of the Reports is placed on the Table of the House. [Placed in Library. *See* No. LT—608/71]

(b) & (c). The Commission has been submitting reports on various subjects from time to time, which are forwarded to the Ministry or Department concerned with the subject matter of the Report, for implementation. The reports on the following topics the numbers of which are specified after the title, Parliamentary Legislation relating to Sales-tax (2) the Limitation Act, 1908. (3) the proposal that High Court should sit in benches at different places in a State (4), British Statutes Applicable to India (5), Partnership Act, 1932 (7), the Sale of Goods Act, 1930 (8), the Specific Relief Act, 1877 (9), the Income-tax Act, 1922 (12), the Reform of Judicial Administration (14), the Official Trustees Act, 1913 (16), the Administrator General's Act, 1913 (19), Law of Hire-Purchase (20), the Law of Marine Insurance (21) Law of Foreign Marriages (23), Evidence of Officers about forged Stamps, Currency Notes etc. (Sec. 509A Cr. P. C. as proposed) (25), the Indian Oaths Act, 1873,

(28), Section 30(2) of the Indian Registration Act, 1908 (31), Section 9 of the Code of Criminal Procedure, 1898 (32), Section 44 of the Code of Criminal Procedure, 1898 (33), Sections 497, 498, 499 of the Code of Criminal Procedure, 1898 (36), the Code of Criminal Procedure, 1898, (Sections 1 to 176) (37), and the Code of Criminal Procedure, 1898 (41) have been implemented by necessary legislative or administrative action. The Reports on the following topics the numbers of which are specified after the title, the Liability of the State in Tort (1) the Registration Act, 1908 (6), Law of Acquisition and Requisitioning of Land (10), the Negotiable Instruments Act, 1882 (11), the Contract Act, 1872 (13), Indinn Trusts Act, 1882 (17), Commission of Enquiry Act, 1952 (24), Insolvency Laws (26), the Code of Civil Procedure, 1908 (27), to include certain Social and Economic Offences in the I. P. C. (29), the Indian Registration Act, 1908 (34), Indian Post Office Act, 1898 (38), Punishment of Imprisonment for life under the I. P. C. (39), Law relating to Attendance of prisoners in Courts (40), and the Indian Penal Code (42), are in various stages of implementation. No action is proposed to be taken in respect of 15th Report on the Law relating to Marriage and Divorce amongst Christians in India, 18th Report on Converts' Marriage Dissolution Act, 1866, 22nd Report on Christian Marriage and Matrimonial Causes Bill and the 30th Report on Section 5 of the Central Sales Tax Act, 1956. The 35th Report on Capital Punishment is under print.

Fire in Shakurbasti Railway Yard

4057. SHRI BISHWANATH JHUNJHUNWALA : Will the Minister of RAILWAYS be pleased to state :

(a) whether a serious fire broke out at Shakurbasti Railways yard where a number of oil wagons were damaged on 14th June, 1971 ;

(b) whether the cause of the fire has been investigated ;

(c) whether steam engines are used for towing wagons in this yard instead of diesel engines and a splinter from steam Engine had occasioned the fire ;

(d) if so, the steps Government have taken to make the handling of oil wagons in this yard more safe ; and

(e) the loss involved in this incident ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) There was a fire in Shakurbasti Railway yard but the damage to railway property was minor.

(b) The cause of the fire is under investigation.

(c) Steam engines are being utilised for shuting the wagons but these engines are fitted with spark arresters.

(d) This not being a Railway siding the responsibility for providing fire precautionary arrangements rests with the Indian Oil Corporation, who have been advised suitably.

(e) The loss to the Railway was estimated at Rs 700/-.

Private Steamer between Monghyr and Monghyr Ghat

4058. SHRI R. P. YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether a private Steamer is operating between Monghyr and Monghyr Ghat ;

(b) if so, the amount paid by the contractor concerned to Government ;

(c) whether the proposal for taking over this service by the Railways was considered several times in the past ; and

(d) if so, the reasons for delay in taking over the said service ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes.

(b) Railways have no information, as the ferry contractor is appointed by the Government of Bihar. No amount is paid to the Railways.

(c) No.

(d) Does not arise.

बीकानेर में हनुमानगढ़-सूरतगढ़ पर रेलगाड़ियों का नहीं चलाया जाना

4059. **श्री पन्नालाल बारूपाल** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत एक वर्ष में बीकानेर डिवीजन मे हनुमानगढ़ (कैनाल)-सूरतगढ़ और हनुमानगढ़-सादलपुर क्षेत्रों में कितनी रेलगाडियां नही चलाई गईं तथा कितनी रेलगाड़िया देर से चली ;

(ख) इसके परिणामस्वरूप रेलवे का कितना घाटा हुआ तथा रेलगाड़िया न चलाये जाने अथवा देर से चलाये जाने के क्या कारण हैं, और

(ग) इस भूल के लिये उत्तरदायी अधिकारियो के विरुद्ध क्या कार्यवाही की जा रही है ?

रेल मंत्री (श्री हनुमन्तैया): (क) हनुमानगढ़-सूरतगढ (कैनाल लूप) और हनुमानगढ़-सादुलपुर खण्डों पर जुलाई, 70 से जून, 71 के दौरान 279 सवारीगाड़ियां और 32 मालगाड़ियां, समूची चालन दूरी अथवा आंशिक दूरी के लिए रद्द की गयीं और 920 सवारी गाड़ियां लेट चली ।

(ख) गाडियों के रद्द करने के विभिन्न कारण थे, जैसे रेतीली आंधियां, टूट-फूट, और पूर्व रेलवे पर कर्मचारियों की गैर-कानूनी हड़ताल के कारण कोयले की अस्थायी कमी । लेट चलने के विभिन्न कारण थे जैसे रेल इंजन और सवारी डिब्बों की खराबी, रेतीली आंधी, दुर्घटनाएं, गाड़ियों का निर्धारित स्थान से भिन्न स्थान पर मेल लेना आदि । गाड़ियां के रद्द किये जाने आदि से होने वाली हानि के आंकड़े अलग से नहीं रखे जाते ।

(ग) परिहार्य कारणों से गाड़ियों को रोक रखने के लिए उत्तरदायी कर्मचारियों के विरुद्ध उपयुक्त कार्यवाई की जाती है ।

Subarnarekha Embankment Project

4060. SHRI S. S. MOHAPATRA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether both Orissa and West Bengal Governments are now averse to the Subarnarekha Embankment Project ;

(b) whether the Government of Orissa demanded full subsidy towards the expenditure to be incurred by it in the Orissa portion of the work connected with Subarnarekha Embankment ;

(c) whether the Central Government are aware of the agitated public opinion in Orissa and West Bengal against the said Embankment ; and

(d) whether Government propose to make some changes in the original Embankment Project ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) No indication to this effect has been given by the State Governments of Orissa and West Bengal. At the same time they have not shown anxiety for the implementation of the project.

(b) The Orissa Government have reported that they have requested the Planning Commission to provide grant for meeting the expenditure on the project outside the State Plan.

(c) Yes, Sir

(d) The possibility of construction of reservoirs higher up on the river to reduce the flood flows in the lower reaches, is under study.

Work on Cross-Bund Over Khalijori Nullah, Orissa

4061. SHRI S. S. MOHAPATRA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the work on cross-bund over the mouth of Khalijori nullah in Bhograi P. S. Orissa as a low flood protection measure has been started ; if not, the reasons thereof ;

(b) whether there is any urgent scheme for fostering a drainage system to clear out water logging in Bhograi ; and

(c) if so, the steps taken by Government in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) No, Sir. This work forms part of the Subarnarekha Embankment Scheme which is yet to be sanctioned for implementation.

(b) The proposal for drainage of the Bhograi area has been included in the Subernarekha Embankment Scheme.

(c) Work will be taken up after the Scheme is sactioned.

Overbridges near Jangpura and Safdarjang at New Delhi (Northern Railway)

4062. SHRI DALIP SINGH Will the Minister of RAILWAYS be pleased to state time by which the proposed overbridges near Jangpura and Safdarjang in New Delhi are likely to be completed and the progress of work made so far ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) . There is no proposal for an overbridge near Jangpura. Presumably the reference is to the road overbridge near Defence Colony and if so, the position is as under :

1. *Road overbridge near Defence Colony.*

   (i) Diversion of the existing road has been completed and tenders for the bridge structure have been invited.

   (ii) The railway's portion of the work on the bridge structure is likely to be completed by March, 1973.

2. *Road overbridge near Safdarjang Air Port.*

   (i) Diversion of the road and shifting of the services passing under the track have been completed. Tenders for the bridge structure are under finalisation.

   (ii) The railway's portion of the work on the bridge structure is likely to be completed by December, 1972.

मध्य प्रदेश के केन 'कैनाल' के कार्य का निलम्बन

4063. **एच० एच० महाराजा नरेन्द्र सिंह** : क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश मे केन्द्र से वित्तीय सहायता प्राप्त 'केन कैनाल' का कार्य निलम्बित कर दिया गया है ,

(ख) यदि हा, तो इसके क्या कारण है ; और

(ग) उस पर पुनः कार्य आरम्भ करने के लिए केन्द्र सरकार के विचाराधीन क्या योजना है ?

सिंचाई और विद्युत् मंत्रालय में उपमंत्री (श्री बैजनाथ कुरील) : (क) से (ग) मध्य प्रदेश सरकार ने सूचित किया है कि केन नहर स्कीम के बारे मे अभी अनुसंधान हो रहा है और कोई भी निर्माण-कार्य नही चल रहा है ।

Inclusion of Ognekal Hydro-Electric Project Tamil Nadu in Fourth Plan

4064. SHRI BHUVARAHAN : Will the Minister of IRRIGATION AND POWER be pleased to state .

(a) whether there is any scheme under consideration to take up the Ognekal Hydro-electric project in Dharmapuri District, Tamil Nadu in the Fourth Plan itself ,

(b) if so, the cost of the project, and

(c) the reasons for the delay in the inclusion of the project in the Fourth Plan ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) The Hognekal Hydro Electric Project involing the utilisation of the waters of the Cauvery upstream of the existing Mettur Dam reservoir in Dharmapuri District of Tamil Nadu has not been included in the Fourth Plan of Tamil Nadu.

(b) Does not arise.

(c) The project involves the use of Cauvery weters and thus has inter State aspects in which the State of Mysore, Kerala and Tamil Nadu are concerned. These have to be sorted out between the three States.

Railway Hospitals on Southern Railway

4065. SHRI BHUVARAHAN : Will the Minister of RAILWAYS be pleased to state :

(a) the number of Railway hospitals on the Southern Railway at present;

(b) the criterion of opening of New Railway hospital in Districts of Tamil Nadu *viz.* whether it is railway division wise or important Railway junction-wise,

(c) whether there is any proposal to start a new railway hospital at Salem Junction in view of the new Salem-Bangalore railway line and other developmental works at Salem; and

(d) if so, when and if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) There are 11 Railway Hospitals on Southern Railway,

(b) to (d). The Railway Hospitals are provided at the Headquarters and the Divisional Headquarters of each Railway. In addition, the provision of a Railway Hospital/Health Unit at a particular place also depends on the concentration of staff at that place, its degree of isolation, non-availability of Government/ Civil medical facilities in the area and frequency of train services to reach that place. At Salem, a Health Unit is already functioning which caters to the medical needs of the railway empoyees/their families of the Section. The work-load of the Health Unit at Salem does uot at present justify opening of a full-fledged hospital there. Salem is looked after by the hospital at Erode.

Cases pending in Madras High Court

4066. SHRI BHUVARAHAN : Will the Minister of LAW AND JUSTICE be pleased to state :—

(a) the number of cases pending in the High Court at Madras for the last two years ;

(b) the reasons for this long delay in the disposal of cases,

(c) whether this is due to the non-appointment of Judges in the High Court in time; and

(d) if so, the reasons for the delay in the appointment of Judges in the High Court ?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. GOKHALE) : (a) and (b). The number of cases pending for more then 2 years at the end of 1970 was 9,654. Institutions have been on the increase from year to year and althongh the disposals have also increased, they could not keep pace with the institutions.

(c) and (d). During 1970 there was some delay in the appointment of three Judges as the process of consultation, and completion of formalities took some time. There are no vacancies now.

Setting up of Industrial Estate at Salem

4067. SHRI BHUVARAHAN : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether there is any proposal to set up an industrial estate for the benefit of handloom weaving community at Salem District, Tamil Nadu ;

(b) if so, the amount set apart for this purpose ;

(c) the time by which work will be started; and

(d) whether the Tamil Nadu Government had made recommendations regarding site for the proposed industrial estate ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) to (d). The information is being collected from the Government of Tamil Nadu and will be laid on the Table of the House.

Indian Technical Personnel to Foreign Countries

4068. SHRI B. S. MURTHY : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the number of Indian technical personnel lent to foreign countries for their industrial development;

(b) the agency through which such arrangements are made; and

(c) the terms and conditions of service abroad for Indian technicians?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD): (a) and (b). (i) Up to the end of 1970, the services of 198 experts under the Colombo Plan and 37 under the Special Commonwealth African Assistance Plan (SCAP) in various technical fields, have been provided to foreign countries.

(ii) 52 Indian experts were also sent to developing countries under the UNDP/UNIDO Programmes during 1967-1970.

(iii) Indian experts have also been deputed under the Indian Technical and Economic Co-operation (ITEC) Programme of the Ministry of External Affairs and also outside that programme, at the specific requests of the foreign Governments concerned.

(c) (i) Government of India bears all expenditure on pay and allowances, international travel for the experts and their families, and other incidental expenses in respect of the experts deputed under the Colombo Plan and the SCAP. The recipient Governments give the Indian experts certain local facilities like furnished accommodation, medical facilities, transport etc.

(ii) Expenditure on salary, installation grant assignment allowance, education grant, medical facilities etc, of the experts deputed under the UNDP/UNIDO is regulated according to the categorisation of the experts concerned in one of the prescribed grades depending upon his qualifications and the country to which the expert is assigned. No expenditure is borne by the Government of India.

(iii) While the entire expenditure on experts deputed under the I. T. E. C. programme is borne by the Government of India, that on experts deputed outside this programme is borne by the foreign government concerned.

Long-term Bank Credit for Irrigation Projects

4069. SHRI BHOGENDRA JHA: Will the Minister of IRRIGATION AND POWER be pleased to refer to the reply given to Starred Question No. 356 on 8th June, 1971 regarding credit from nationalised banks for early completion of certain projects and state:

(a) whether long-term bank credit for early completion of the Rajasthan, Gandak, Western Kosi or Tunga-bhadra project has been sought by the State Government concerned;

(b) if so, the names of those State Governments; and

(c) whether it is proposed to take over the above-named projects of national importance by the Central Government and secure long-term bank credit to ensure their completion early.

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL): (a) and (b). No such request for long-term bank credit for these projects has been received by the Central Government.

(c) There is no proposal under the consideration of the Government of India to take over these projects.

Nationlised banks lend mostly short-term credit and occasionally medium-term credit only. They also lend support to the borrowing programmes of the State Governments, but they do not finance directly irrigation projects which require very long-term loans.

Withdrawal of Orders of Suspension, Prosecution, Break in Service of Railway Employees of Barauni-Garhar Area

4070. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1595 on 8th June, 1971 regarding strike by railway employees of Barauni-Garhara area and state:

(a) whether the representatives of Purbottar Rail Majdoor Sabha and several Members of Parliament have met and written to the Prime Minister, Railway Minister and Minister of

Labour urging withdrawal of all orders of suspension, prosecution and break in service restoring pre-strike normalcy ;

(b) if so, whether Government have since considered the same; and

(c) whether talks have begun for securing cooperation of employees in Samastipur Division to improve railway working.

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes, Sir.

(b) and (c). As already stated in answer to Unstarred Question No. 1595 on 8th June, 1971 the arrests of some employees and their prosecution are for specific offences committed by them. Their subsequent suspension is an automatic consequence of such arrests. The break in service of those participating in an illegal strike is also an automatic consequence of such participation according to the extant service rules. However, the representations referred to in part (a) are under consideration.

Delay in finalisation of Karnali Project and construction of channel on Nepal Eastern Canal of Gandak Project

4071. SHRI BHOGENDRA JHA : Will the Minister of IRRIGATION AND POWER be pleased to refer to the reply given to Unstarred Question No. 1596 on the 8th June, 1971 regarding schemes requiring Indo-Nepalese Co-operation pending execution and state :

(a) whether delay in finalisation of the Karnali Project development and construction of Channel on the Nepal Eastern Canal of Gandak Project is delaying the clearance of the proposed alignment of the Western Kosi Canal by the Government of Nepal; and

(b) if not, the exact cause of delay ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL): (a) and (b). No indication has been received from His Majesty's Government of Nepal that delay in clearing the Western Kosi Canal is due to delay in finalisation of Karnali Project or of the construction of smaller channels in Nepal Eastern Canal of Gandak Project. The approval of His Majesty's Government of Nepal to the alignment of Western Kosi Canal has been sought and is still awaited.

Decision on Survey Report for conversion of Mirajkurduvadi Latur line into Broad Gauge (South Central Railways)

4072. SHRI S. R. DAMANI : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1525 on the 8th June, 1971 regarding conversion of Mirajkurduvadi-Latur line into broad gauge and state :

(a) when survey for the aforesaid work was begun and how long it will take to complete it ;

(b) whether, considering that the area is and will continue to be backward till proper communications are provided instructions have been given to the team to complete the survey expeditiously; and

(c) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) to (c). Traffic survey for the conversion of the Kurduwadi-Pandharpur Narrow Gauge section into Broad Gauge was commenced in January, 1971. The survey work is being carried out expeditiously and the Report is expected to be submitted by 30.9.1971.

Upgradation of post of Supervisory Structure in Commercial Department of Indian Railways

4073. SHRI PRAVINSINH SOLANKI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the recommendations *vide* item No. 614 of One-Man Expert Committee headed by Shri R. B. Lal have been accepted by the Railway Board ;

(b) whether the Railway Board *vide* its letter No. 70/TC/RCC/Imp/614 of 1st March, 1971 has asked the General Managers of all the Indian Railways to upgrade the supervisory structures of the Commercial Department in parity with the Operating Department;

(c) if so, the number of posts which have been upgraded in each Zone of the Railways separately, Division-wise; and

(d) the grades in which the posts referred to in part (c) above have been upgraded ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes, the recommendation has accepted in principle.

(b) The Zonal Railways have been advised that *prima facie* there is a case for bringing the supervisory structure of the Commercial Department in parity with the Operating Department and to examine the phasing of the implementation of this recommendation and submit their proposals as to how best the recommendation could be implemented identifving the posts to be upgraded, in what grades they should be placed and the justification therefor.

(c) and (d) The matter is still under examination.

दरभंगा (बिहार) में मधुबनी स्थित खादी स्कूल में प्रशिक्षण

4074. **श्री भोगेन्द्र झा** : क्या औद्योगिक विकास मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या बिहार खादी ग्रामोद्योग संघ द्वारा खादी ग्रामोद्योग आयोग से प्राप्त अनुदान से मधुबनी दरभंगा (बिहार) में चलाये जा रहे खादी स्कूल के प्रबन्ध पर प्रति वर्ष 75,000 रुपया खर्च किया जा रहा है ;

(ख) क्या गत तीन प्रशिक्षण सत्रों के दौरान प्रशिक्षित किये गये सभी व्यक्तियों को फालतू घोषित कर दिया गया है तथा उन्हें रोजगार नहीं दिया गया है जबकि इस संघ के स्थायी कर्मचारियों को आयोग के खर्च पर पुनः प्रशिक्षण दिया जा रहा है ; और

(ग) यदि हां, तो इस सम्बन्ध में सरकार की क्या प्रतिक्रिया है ?

औद्योगिक विकास मंत्रालय में उपमंत्री श्री (सिद्धेश्वर प्रसाद): (क) से (ग). सूचना इकट्ठी की जा रही है। सभा-पटल पर रख दी जायेगी ।

Issue of publications in Hindi by Western Railway

4075. SHRI B. N. BHARGAVA : Will the Minister of RAILWAYS be pleased to state :

(a) the reasons why the Western Railway Administration is not publishing the notifications in Gazette in Hindi and English and the Traffic supplement in Hindi-English bilingual form, according to the provisions of the Official Languages Act; and

(b) the measures contemplated by the Railway Board for implementation of the instructions issued in this regard ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (b). At present all important notifications are published in Hindi and in English in the Western Railway Gazette. The Western Railway is however being asked to publish their Gazettes and Traffic Supplement in Hindi also in addition to English.

Use of Hindi in Western Railway Headquarters Office, Bombay

4076. SHRI B. N. BHARGAVA : Will the Minister of RAILWAYS be pleased to state :

(a) the number of letters addressed in Hindi during the last one year by the Western Railway Headquarters Office Bombay to the (i) State Government who have accepted Hindi for correspondence ; (ii) Railway Board ; and (iii) other Central Ministries ; and

(b) if not, the reasons therefor and arrangements proposed to be made to implement the provisions of the Official Languages Act ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) (i) 87

(ii) Nil

(iii) 5

(b) Does not arise. The Western Railway Headquarter's Office is located in non-Hindi speaking area and the provisions of the Official Languages Act are being implemented there accordingly.

Dieselisation of Egmore–Trivandrum Mail (Southern Railway)

4077. SHRI CHELLACHAMI : Will the Minister of RAILWAYS be pleased to state :

(a) whether any representations have been received for dieselising the Egmore-Trivandrum Mail (Southern Railway); and

(b) if so, the reaction of Government thereto ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes.

(b) Neither is dieselisation of 105 Dn 106 Up Madras Egmore-Trivandrum Mails justified nor is it feasible as spare metre gauge diesel locos are not at present available for running passenger trains.

Conversion of Metre gauge into Broad Gauge lines in Kerala

4078. SHRIMATI BHARGAVI THANKAPPAN : Will the Minister of RAILWAYS be pleased to state :

(a) the numbers of Railway lines surveyed in the State of Kerala with a view to converting metre gauge lines into broad gauge lines ;

(b) the numbers of metre lines proposed to be converted into broad gauge line in the State during the financial year 1971-72 ; and

(c) the priorities fixed in this regard ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) to (c). Recently engineering and traffic surveys have been carried out for the conversion of the Ernakulam-Quilon-Trivandrum Metre Gauge line into Broad Gauge. The svrvey reports are at present under examination. The examination will be completed shortly and if the project is found to be justified, it is likely to be sanctioned and taken up in the current financial year itself.

Demand for Subsidy for loss on account of charging Subsidised Rent for sheds in Industrial Estates in Kerala

4079. SHRIMATI BHARGAVI THANKAPPAN : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether the Government of Kerala has made any request to get subsidy from the Government of India for the loss sustained on account of charging subsidised rents for sheds in Industrial Estates in the State ; and

(b) if so, the action taken by Government in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) and (b). A request in this regard was received from the Government of Kerala recently and is under consideration of Government.

Setting up of Small-Scale Industries in Kerala

4080. SHRIMATI BHARGAVI THANKAPPAN : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the total number of small-scale industries set up in the State of Kerala during the last three years, year-wise ;

(b) the number of small-scale industries proposed to be started during the year 1971-72 ;

(c) whether the State Government has made any request in this regard ; and

(d) if so, the reaction of Central Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) to (d) : Information is being collected and will be laid on the Table of the House.

Printing of Tickets and Child Tickets

4031. SHRI ONKAR LAL BERWA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 2382 on the 11th August, 1970, and state the reasons for which the suggestions made by the All India Railway Commercial Clerks' Association in regard to printing of tickets and also Child tickets were not found feasible for adoption ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : The suggestions for printing serial number on both the ends of the tickets and issuing the full ticket itself to a child at half fare after cutting it diagonally, could not be accepted due to introduction of the system of printing the names of commencing and destination stations and other particulars in three languages *viz.* Regional, Hindi and English in Printed Card Tickets. This required more space and did not permit of printing a small triangular portion in the ticket which could be cut when the same was issued to a child or showing the necessary details on each of the two halves of a ticket when cut diagonally.

Residential Accommodation for Goods Clerks employed at Goods Shed, Carnac Bridge (Western Railway)

4082. SHRI ONKAR LAL BERWA . Will the Minister of RAILWAYS be pleased to state

(a) the total number of Goods Clerks employed in Western Railway, Goods shed at Carnac Bridge Depot in different grades ;

(b) out of the Goods Clerks referred to in part (a) above, how many have been provided with residential accommodation by the Railways ;

(c) whether Government are aware that these staff are residing at distant places ranging from 15 kilometres to 60 kilometres from their working places ; and

(d) the arrangements made by Government to minimise the hardship of the staff in regard to residential accommodation ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) 530.

(b) 6.

(c) Yes.

(d) For allotment of quarters, 'essential' staff is given preference as they are liable to be called for duty at any hour at short notice. The construction of additional quarters depends on the availability of funds. Accordingly, Goods Clerks at Carnac Bridge Depot who are classified as 'non-essential' have to await their turn as it has so far not been possible to provide accommodation to them.

Fixation of Pay of Ex-combatant War Service candidates

4083. SHRI PHOOL CHAND VERMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether on the Railways, the initial pay of a civilian/non-combatant war service candidate with even one year's war service, reappointed against temporary vacancies on the Railways was fixed at Rs. 58 in the scale of Rs. 55-130 (CPS) whereas the initial pay of an ex combatant war service candidate (clerical cadre) with more than six years war service (last basic pay drawn more than Rs. 80) was fixed at Rs. 55 ;

(b) if so, the reasons for this discrimination , and

(c) the initial pay fixed for an ex-combatant war service candidate referred to above ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) to (c). The Railways have been following the same orders as other Ministries. The non-combatant clerks, before absorption, were in scales identical to those after absorption and hence, under the normal rules, they have been given benefit of earlier service for fixation of pay. The combatant clerks were on different scales and hence not entitled to this benefit. But, as a special case, they have been given a similar benefit from 1.1.1956 by grant of advance increments.

Non-payment of City Compensatory Allowance to Railwaymen on deputation to Indian Air force during 1962 Emergency

4084. SHRI PHOOL CHAND VERMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railwaymen called upon for service with the Indian Air Force during the Emergency (1962) as Auxiliary Airmen were not paid the City Compensatory Allowance at the civil rates in contravention of the Railway Board's directive issued *vide* No. E (MG) 57 ML-3/3 dated the 21st November, 1957 and the undertaking given to the employees under 'No Objection Certificate' at the time of their enrolment ;

(b) whether any representations have been received in this connection ; and

(c) if so, the action taken thereon ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) to (c). Information is being collected and will be laid on the Table of the Sabha

"Sick Wagons" on Railways

4085. SHRI B. S. MURTHY : Will the Minister of RAILWAYS be pleased to state

(a) the number of Railway Wagons reported sick during March-April, April-May and May-June, 1971 ;

(b) what was the percentage of decrease or increase of wagon sickness during the same period last year ; and

(c) the reasons for the same ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Damaged wagons at Dandi-Kalan near Ludhiana

4086. SHRI K. N. TIWARI : Will the Minister of RAILWAYS be pleased to state :

(a) whether a large number of damaged wagons are standing at Dandi-Kalan, near Ludhiana Junction for the last so many years ; and

(b) if so, the reasons why these wagons have not been shifted to a proper place ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No.

(b) Does not arise.

Shortfall of Power

4087. SHRI DHANDAPANI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether actual shortfall of power by the end of the Fourth Plan is likely to be of the order of 4 million Kw ;

(b) whether Government have formulated a long-term power policy for the next 20 years ; and

(c) the steps taken by Government to bridge the widening gap between availability and requirement of power ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) As against a total estimated load demand of 18 million kW at the end of the Fourth Plan which would need 26 million kW of installed generating capacity in the country, the targetted capacity is only 23 million kW thus resulting in a shortfall of 3.00 million kW of generating capacity. A review of the schedules of construction of power stations sanctioned for commissioning during the Fourth Plan indicate that there would be a shortfall of 1.8 million kW in the achievement of the Fourth Plan target of 23 million kW by the end of 1973-74 due to slippages in the dates of delivery of equipment in the case of some projects and delay in progress of civil works in others. Thus the total shortfall in power generating capacity at the end of the Fourth Plan would be 4.8 million kw, if the load demand to the extent of 18 million kW were to materialise.

(b) The Ministry of Irrigation and Power have prepared a Power (Generating) Plan covering the decade 1970-71 to 1980-81, under which a total installed generating capacity of 52 million kW in the country by 1980-81 is visualised. The locations of the various power projects have been identified in this Plan. Further projection of this plan to give a perspective of 15-20 years is under consideration.

(c) The following steps have been taken to bridge the widening gap:

(i) expediting the delivery of generating plant and equipment ;

(ii) accelerating the progress of works wherever possible ;

(iii) periodical review of the progress of manufacture of generating plant and equipment and their coordination with the progress of civil works.

(iv) accelerating construction of sanctioned inter-State and inter-regional link transmission lines to enable transfer of power from surplus areas to neighbouring deficit areas so as to ensure optimum utilisation of the available generating capacity ;

(v) construction of more inter-State transmission links to enable intergrated operation of power systems in the various regions ;

(vi) initiating advance action on projects which are required for meeting the load demands arising in the early years of the Fifth Plan.

(vii) As already stated, a Decade Plan has been formulated wherein locations of various power projects have been identified. Further action to get the schemes implemented so as to receive benefits as scheduled, is being taken.

Closure of Small-scale Units manufacturing nuts, bolts and screws due to Excise levy

4088. SHRI DHANDAPANI : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether the movements of nuts, bolts and screws from 4000 small-scale factories have come to a standstill on account of the recent 10 per cent excise levy ;

(b) the number of small-scale units that have been closed on account of banning of deliveries from the factories and their godowns ;

(c) whether these units have to undergo frustrating experience on account of imprecise definition of nuts, bolts and screws ; and

(d) the steps taken by Government to remove these bottlenecks ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) to (d). The information is being collected and will be laid on the Table of the House.

Foreign Loans for Transmission Network

4089. SHRI DHANDAPANI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the amount of loans granted by various countries for transmission network and their utilisation during the last three years ; and

(b) the particulars of Generation Plants imported as a stop-gap arrangement with a view to obviate the recision in electrical industry that might occur in the next few years ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) A loan of 79 million dollars was provided in 1965 by the World Bank for meeting the foreign exchange requirements of equipment for Power Transmission programmes in the country. The terminal date of the loan was 31st December, 1970. An amount of 50 million dollars was utilised from this loan. The balance was not utilised as a result of modification in the scope of the projects and increased availability of indigenous equipment.

(b) Stop-gap arrangements have been effected by installation of diesel generating sets to mitigate power shortage conditions. Such diesel sets have been imported for Punjab to supplement the availability of indigenous generating sets. The number of such sets imported was 27 totalling to a capacity of about 36 MW.

Kalinadi Hydro-Electric Project, Mysore

4090. SHRI ERASMO DE SEQUEIRA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether any funds will be provided by Government for the Kalinadi Hydro-Electric Project in Mysore ;

(b) the percentage of Goa's power needs and the quantity of power that this Project is likely to supply to Goa ; and

(c) whether the Central Government propose to recommend to the Mysore Government that the Goa Government should have equity participation in this Project ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) There is a provision of Rs. 6 crores for new generation schemes in the Fourth Plan outlay of Mysore State. Funds will be provided for Kalinadi Project from out of this amount during the Fourth Plan.

(b) The load demand of Goa at present is 21 MW, out of which 19 MW are met from Power supply from the Mysore Grid. The load demand in Goa is expected to rise to 80 MW by 1973-74. 50 MW would be available from Mysore on completion of 9th & 10th generating units at Sharavathi.

As regards supply from Kalinadi Project, Mysore Government has recently indicated that additional power to Goa after 1973-74 could be reviewed only after the first stage of Kalinadi H. E. Project is completed. At present there is no definite mention by them of any allocation of power to Goa from the Kalinadi Project.

(c) If the Goa Government makes such a request to the Central Government, it will be considered.

Overbridge on Railway track on new Rohtak Road, New Delhi

4091. SHRI DALIP SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) the progress made so far towards constructing an overbridge on the Railway track on new Rohtak Road near Sarai Rohialla, New Delhi ;

(b) the reasons for delay, if any; and

(c) the time likely to be taken to its completion ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) The contract for the railway's portion of the work was awarded in March, 1971, and the work has also since been commenced.

(b) There were a number of Jhuggies at the site of this road overbridge. These have been recently got removed with the help of the Civil urban ities.

(c) The Railway's portion of the work on the bridge structure is likely to be completed by June, 1972. The work on the approaches to the bridge is to be done by the Municipal Corporation of Delhi.

Over/under Bridge near Harkesh Nagar, Mathura Road, Delhi

4092. SHRI DALIP SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether a number of accidents have occurred on the railway track near Harkesh Nagar, a village situated opposite Okhla Sewerage tank on Mathura Road, Delhi ;

(b) whether any representation has been made to the Railway for providing a small over/under Bridge for the use of the residents of that village, who have to cross the Railway track frequently for attending to their work : and

(c) the action taken or proposed to be taken in the matter ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No accident has occurred on track near the village Harkesh Nagar during the last three years.

(b) and (c). There were representations from the villagers for provision of a level crossing opposite the Okhla tank. Being a new facility, the party was asked to approach the State Government for sponsoring the proposal, together with an undertaking to bear the full costs, initial as well as recurring. No such proposal has been received from the State Government.

Sub-letting of Vending Licences

4093. SHRI CHANDRIKA PRASAD : Will the Minister of RAILWAYS be pleased to state :

(a) whether most of the vending licences are sub-let by the owners over the Western Railway ;

(b) if so, the action taken by Government to check such mal-practice ; and

(c) whether in future Government propose to adopt auction system of the stalls instead of the present policy of licensing ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA): (a) No.

(b) The question does not arise.

(c) The matter is under consideration.

Licence for catering contracts at Ajmer Station

4094. SHRI CHANDRIKA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) the normal rules for granting catering contracts of refreshment rooms/tea stalls on Railway stations;

(b) the total number of tea stalls, refreshment rooms, tea tables and vendors licensed at Ajmer Station of Western Railway as on 31st March, 1968 and as at present;

(c) the names of vendors/contractors having more than one licence at present, with the number of licences granted to them, and

(d) the reasons for granting more than one licence to one person and allowing monopoly on the Station?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA): (a) When a vacancy arises, the feasibility of allotting the contract to Cooperatives run by railway staff or of vendors or voluntary social organisations, as may be found most suitable, is examined especially from the point of view of good and satisfactory service to the travelling public and the contract allotted accordingly. Where no such organisation is available, the vacancies are advertised and filled up by allotment to a suitable contractor. The same procedure is followed when it is considered necessary to allot an existing contract to a contractor other than the holder.

(b) Total number of Tea stalls, Refreshment Rooms, Tea Tables vending trollies licenced at Ajmer Station.

	As on 31.3. 1968	*As on 30.6.71*
Restaurant	1	1
Tea stalls and Refreshment Stalls	4	7
Milk Bar	1	1
Vending trollies	30	30

(c)

S. No.	Name of contractor	Details of contracts held	No. of units held
1.	M/s Tejumal & Sons	2 Refreshment stalls in waiting hall.	1
2.	Shri R. Castilino	1 Restaurant	1½
		1 Refreshment Stall on platform No. 2	
3.	M/s Sobhagchand & Sons.	2 Refreshment Stalls on platform No. 2.	1
		1 Surahi & Moongfali trolley.	
4.	Shri Brij Mohan	1 Milk Bar on platform No. 2.	1
		1 Refreshment Stall on platform No. 2/3.	
		1 Tea and Milk trolley.	

(d) There is no monopoly in the matter of allotment of catering/vending licences. The Railway Catering and Passenger Amenities Committee—1967, recommended *inter alia*, allotment of catering/vending contracts up to a ceiling limit of six units to each contractor so that his units may be viable. Individual contractors are therefore, considered for allotment of contracts up to this ceiling limit subject to their performance being satisfactory.

Over-carriage of consignments of fresh fruits and vegetables at certain Stations of Western Railway

4095 SHRI CHANDRIKA PRASAD Will the Minister of RAILWAYS be pleased to state :

(a) the total number of consignments of fresh fruits and fresh vegetables reached at Palanpur, Abu Road, Beawar and Ajmer Stations of Western Railway in deteriorated condition, separately for each month from January, 1971 to May 1971 ;

(b) the loss sustained by the Railways due to the damages to the consignments as referred to in part (a) above ,

(c) out of the consignments referred to in part (a) above, the number of consignments which were deteriorated due to over-carriage beyond the destination stations , and

(d) the reasons for the over-carriage of the consignments beyond destination and the action taken by Government to prevent the same ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) The total number of perishable consignments received in deteriorated condition at Palanpur, Abu Road, Beawar and Ajmer during the period January, 1971 to May, 1971 is as follows :-

Station	January 71	February 71	March 71	April 71	May 71	Total
Palanpur	—	—	—	—	—	—
Abu Road	—	—	—	1	1	2
Beawar	—	—	1	2	—	3
Ajmer	3	4	5	30	5	47

(b) Assessed value of loss in respect of 50 consignments received in deteriorated condition at Beawar and Ajmer is Rs. 1,140.60. It has not so far been possible to assess the value of loss in respect of 2 consignments received at Abu Road.

(c) 26 perishable consignments booked to Ajmer were over-carried.

(d) Parcels were over-carried because of unsystematic loading or incorrect loading in compartments sealed for other destinations. To prevent such cases, instructions have been reiterated to the staff at booking and intermediate stations for proper marking, systematic stacking and loading of perishable consignments in the nominated parcel or brake-vans

Reversion of Clerks to Lower Scale in Railways

4096. SHRI PHOOL CHAND VERMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether some Clerks on the Railways who were promoted prior to 27th April, 1959 in the scale of Rs. 130-300 were reverted to their lower scale in contravention of the Railway Board's instructions contained in their letters No. E (CST) 57 CMI-20 dated the 27th April, 1959 and 17th February, 1960 ;

(b) if so, whether any representations have been made by the employees concerned against such reversions ; and

(c) if so, the action taken thereon ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No, the instructions referred to pertain to reservation for Scheduled Castes and Scheduled Tribes in "selection posts". The posts of clerks grade Rs. 130-300 are "non-selection posts".

(b) and (c). Do not arise.

18 अप एक्सप्रेस गाड़ी के डिब्बे से बीना और भोपाल के बीच चांदी की सिल्लियों की चोरी

4097. **श्री हुकम चन्द कछवाय** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मार्च, 1971 मे बीना और भोपाल के बीच चल रही 18 अप एक्सप्रेस के एक आरक्षित डिब्बे से समाज विरोधी तत्वों द्वारा लगभग दो लाख रुपये के मूल्य के बराबर चांदी की सिल्लियों को निकाल लिया गया था ;

(ख) यदि हां, तो इस सम्बन्ध मे सरकार ने क्या कार्यवाही की है ; और

(ग) भविष्य मे ऐसे मामलों को होने से रोकने के लिये सरकार का क्या कार्यवाही करने का विचार है ?

रेल मंत्री (श्री हनुमंतैया) : (क) पचास हजार रुपये के मूल्य के चांदी की तीन छड़े चुरायी गयी थी ।

(ख) सरकारी रेलवे पुलिस ने मामले को दर्ज कर लिया जिसकी अपराध जांच पड़ताल विभाग, भोपाल द्वारा जांच-पड़ताल की जा रही है ।

(ग) इस प्रकार की चोरियों की रोकथाम के लिए निम्नलिखित कदम उठाये जाते हैं :

(i) मूल्यवान वस्तुओं का बीमा कराया जाता है ।

(ii) बीमा की गयी वस्तुओं की अभिरक्षा के लिए अलग से एक रक्षक तैनात किया जाता है ।

(iii) भेद खण्ड में सरकारी रेलवे पुलिस/रेलवे सुरक्षा दल के मार्गरक्षियों की व्यवस्था की जाती है ।

(iv) रेलवे सुरक्षा दल द्वारा लगाये जाने वाले गश्त के काम में तेजी लायी गयी है ।

Financial aid to educated young people for starting industries

4098. SHRI YAMUNA PRASAD MANDAL: SHRI PHOOL CHAND VERMA : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the financial provisions made for young educated people for opening factories of their own ;

(b) what programmes have been chalked out in this connection ; and

(c) how far Government have been able to achieve the target ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) to (c). A scheme for the training of and assistance to Engineer Entrepreneurs has been formulated and is being implemented at a number of Institutions selected for the purpose all over the country. Copies of the scheme are available in the Parliament Library. A provision of Rs. 3 crores has been made in the Fourth Plan for the purpose and a target for training 6000 persons during the remaining period of the Plan is envisaged. Training Courses were started from January 1971 and 842 persons have undergone training up to the end of June, 1971.

Shifting of Eastern Railway Headquarters to Danapur

4099. SHRI YAMUNA PRASAD MANDAL : Will the Minister of RAILWAYS be pleased to state :

(a) the reasons for not shifting the Zonal Headquarters of the Eastern Railway from Calcutta to Danapur ;

(b) the reasons for retaining Calcutta as Headquarters of both Eastern and South Eastern Railways ; and

(c) whether Government propose to make Danapur the Headquarters of Eastern Railway ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Taking into account the commercial importance of Calcutta and administrative and operational requirements of the Railways coupled with economy in expenditure, shifting of Eastern Railway headquarters to Danapur is not desirable. Such a step will also cause dislocation of work and unnecessary inconvenience to a large body of staff.

(b) Being a major port and an important centre of industrial activity, Calcutta had been the headquarters of the former East Indian and Bengal Nagpur Railways. For administrative and operational convenience, Calcutta continues to be the headquarters of the regrouped Eastern and South Eastern Railways.

(c) No.

झांसी रेलवे स्टेशन पर सवारी और माल गाड़ियों में लूटपाट की घटनायें

4100. **डा० गोविन्द दास रिछारिया** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) जनवरी, 1969 से मार्च, 1971 तक मध्य रेलवे के झांसी रेलवे स्टेशन पर सवारी और मालगाड़ियों में लूटमार की कितनी घटनाएं हुई ;

(ख) इसके परिणामस्वरूप रेलवे तथा व्यक्तियों की कितनी सम्पत्ति की हानि हुई ;

(ग) उक्त घटनाओं में कितने रेलवे कर्मचारी हताहत हुये ; और

(घ) यात्रियों तथा कर्मचारियों की सुरक्षा के लिए सरकार द्वारा क्या कार्यवाही की गई है अथवा किये जाने का प्रस्ताव है ?

रेल मंत्री (श्री हनुमंतैया) : (क) झांसी रेलवे स्टेशन पर कोई घटना नहीं घटी ।

(ख) और (ग). प्रश्न नहीं उठता ।

(घ) (i) सरकारी रेलवे पुलिस द्वारा सामान्य सुरक्षा प्रबन्ध मे कड़ाई बरतने जैसे महत्वपूर्ण स्टेशनों पर निगरानी और अपराधियों तथा समाज विरोधी तत्वों को पकड़ने के लिए आवधिक छापे मारने के अलावा महत्वपूर्ण रात्रि की सवारी गाड़ियो पर सरकारी रेलवे पुलिस के मार्ग रक्षियों की भी व्यवस्था की जाती है । रात के समय मालगाड़ियों पर रेलवे सुरक्षा दल के कर्मचारियों का पहरा रहता है ।

(ii) सरकारी रेलवे पुलिस सुरक्षा दल द्वारा निकट सम्पर्क रखा जाता है ताकि अपराध की रोक-थाम कारगर ढंग से की जा सके तथा दुश्चरित्रों पर निगरानी रखी जा सके ।

(iii) रेलवे सुरक्षा दल के अधिकारियों द्वारा सरकारी रेलवे पुलिस और राज्य पुलिस अधिकारियों के साथ समन्वय स्थापित करने के लिए सभी स्तरों पर बैठकों का भी आयोजन किया जाता है ताकि रेलों पर अपराधों की रोकथाम और उनके पता लगाने के काम में सुधार किया जा सके ।

(iv) यार्डों या स्टेशन प्लेटफार्मों पर ड्यूटी पर तैनात रेलवे सुरक्षा दल को हिदायतें भी दी गयी है कि रेल सम्पत्ति की रक्षा करें, अपराध स्थलों पर अविलम्ब पहुंच जायें, तथा पीड़ितों की सभी सम्भव सहायता करें ।

Pollution of atmosphere by ash produced from Bokaro Thermal Power Plant

4101. SHRI CHAPAL BHATTACHARYA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether ash from Bokaro Thermal Power Plant, because of mechanical deficiency, has been polluting the atmosphere for miles

around unchecked and in spite of protest for the last several years ;

(b) if so, the directions he proposes to give to the D. V. C. authorities to stop this pollution ;

(c) whether the D. V. C. has entered into an agreement with Sahu-Jain Company for conversion of Chandrapura Thermal Plant ash into cement, if so the terms of the contract ; and

(d) in view of unfair labour and trade practices by Sahu-Jain in Japla Cement Factory and elsewhere and pending enquiries, what steps Government contemplate to ensure that ash from Thermal Plant would not affect the unwary public ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER : (SHRI B. N. KUREEL) : (a) to (d). The boilers of the Bokaro Thermal Power Station burn coal with medium ash content. The boilers of the Chandrapura Thermal Power Station burn coal with higher ash content. The mechanical dust collector provided for the Bokaro Thermal Power Station was considered adequate at the time the plant was installed to clear the gas coming through the chimneys. Some fly ash accompanies the gases coming through the chimneys of the Bokaro Thermal Power Station and during some periods of the year this might be felt by the people around. This is not due to any mechanical deficiency of the plant. Electrostatic precipitators have been installed in the Chandrapura Thermal Power Station and these produce about 20,000 Tonnes of fly ash daily, the disposal of which is a problem. One of the effective ways of disposing of the fly ash collected by Electrostatic precipitators is to convert it into Pozzalanic Cement. DVC has entered into an agreement with the Sone Valley Portland Cement Co. for sale of fly ash for manufacture of Pozzalanic Cement, for a period of 20 years at a rate varying from Rs 2 per Tonne in the first year to Rs. 5 per Tonne in the 20th Year. Sale of fly ash by DVC to this Company is not connected with the labour and trade practices of the firm and is mainly in the interest of effective disposal of fly ash.

चम्बल नदी परियोजना के लिए विदेशी सहायता

4102. **श्री हुकम चन्द कछवाय** : क्या सिंचाई और विद्युत मंत्री 31 मार्च, 1971 के अतारांकित प्रश्न संख्या 99 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) चम्बल नदी परियोजना के लिए कितनी विदेशी सहायता प्राप्त हुई है ;

(ख) केन्द्र और राज्य सरकार द्वारा अलग कितनी-कितनी राशि खर्च की गई है ; और

(ग) वहां नहर का निर्माण करने से पूर्व उक्त परियोजना की सहायता से सरकार का मूलतः कितने एकड़ भूमि को सिंचाई के अंतर्गत लाने का प्रस्ताव था तथा इस समय कितनी एकड भूमि की सिचाई की जा रही है और शेष भूमि को कब तक सिंचाई सुविधा देने की संभावना है ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री बैजनाथ कुरील) : (क) तकनीकी सहायता कार्यक्रम के अन्तर्गत लगभग 1.49 करोड़ रुपये की विदेशी सहायता चम्बल परियोजना के लिए ली गई थी जो कि उपस्कर और साज सामान के रूप मे थी ।

(ख) परियोजना पर मार्च, 1971 के अन्त तक लगभग 126 करोड़ रुपये व्यय हुए । 1968-69 तक, केन्द्रीय सरकार ने, मध्य प्रदेश और राजस्थान की विकासात्मक योजनाओं के लिए केन्द्रीय योजना सहायता के भाग के रूप में चम्बल परियोजना के लिए 113 करोड़ रुपये की पृथग्-रक्षित ऋण सहायता दी थी । चतुर्थ योजना से राज्य सरकारों की विकासात्मक योजनाओं को सारी केन्द्रीय सहायता ब्लाक ऋणों और अनुदानों के रूप में दी जा रही है जो कि किसी खास स्कीम अथवा विकास खर्च से जुड़ी नहीं होती ।

(ग) चम्बल परियोजना द्वारा 14 लाख एकड़ की सिंचाई शक्यता उत्पन्न करने का विचार है। 1970-71 तक, 10·80 लाख एकड़ की सिंचाई शक्यता उत्पन्न की गई थी। शेष शक्यता के परियोजना के पूर्ण होने पर उत्पन्न होने की संभावना है।

भारी वर्षा के कारण जमीन में धंस रहे चमोली के गांव

4103. **श्री फूलचन्द वर्मा :**
श्री एम० एम० पाण्डे :

क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारी वर्षा के कारण चमोली जिले के 15 गांव जमीन में धंस रहे है,

(ख) क्या इन गांवों के जमीन में धंसने के कारण कुछ व्यक्ति मारे गए है ; और

(ग) यदि हां, तो इन गावो के व्यक्तियों की रक्षा के लिए सरकार ने तुरन्त क्या कार्यवाही की है ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री बैजनाथ कुरील) : (क) से (ग). उत्तर प्रदेश सरकार ने बताया है कि भारी वर्षा के कारण कोई भी गांव नही धंस रहा है। बहरहाल, भूस्खलन और कटाव का प्रभाव 23 गांवों पर बुरी तरह पड़ा है। भूस्खलनों से और मकानों के गिरने से 7 व्यक्तियों के प्राण चले गए। नन्द प्रयाग और सासों गांवों में बचाव के अस्थायी उपाय का काम शुरू है और बाकी इक्कीस गांवों के लिए उपयुक्त उपाय तैयार किए जा रहे है। अतिग्रस्त मकानों के निवासियों को अधिक सुरक्षित स्थानों पर ले जाया गया है।

12.00 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED SUPPLY OF ARMS TO PAKISTAN BY USSR AND FRANCE

PROF. MADHU DANDAVATE (Rajapur) : Sir, I call the attention of the Minister of External Affairs to the following matter of urgent public importance and I request that he may make a statement thereon :—

"The reported supply of arms to Pakistan by the USSR and France and the reaction of the Government thereto."

THE MINISTER OF EXTERNAL AFFAIRS (SHRI SWARAN SINGH) : Government have seen Press reports to this effect. Government have been in touch with the Governments of the USSR and France both in New Delhi and their respective capitals.

The Soviet Ambassador has told us that the Press reports about USSR Government having supplied arms to Pakistan after the military action in Bangla Desh are incorrect.

The French Government had informed us that they have not entered into any new contracts for the supply of arms to Pakistan after the military action in Bangla Desh. They had also informed us towards the end of June that they would not make any deliveries of arms even on old contracts. We have, however, expressed our grave concern to the French Ambassador about the reported supply of arms to Pakistan. We have asked our Ambassador in Paris and the French Ambassador in New Delhi to take this matter up with the French Government.

In view of the prevailing practice of clandestine sale of arms through private parties in Western Europe, the possibility of Pakistan acquiring arms through such sources cannot be ruled out.

PROF. MADHU DANDAVATE : Sir, the motivation of this calling attention notice is not to provoke any nation to send further arms to Pakistan in case they do not desire to do so, but we do want to have certain clarifications from the Minister, so that the position will be clarified before the people.

As far as the news item that has appeared in the press this morning is concerned it is reported that the Soviet Ambassador met our Foreign Secretary to confirm that Moscow has made no supplies of arms or spares to Pakistan since the Bangla Desh crisis erupted on March 25. Sir, sometimes diplomats always make diplomatic statements but it is very clear from the statement that has been made by the Soviet Ambassador that as far as the position after 25th is concerned no arms had been despatched but on the background that in 1969 arms

[Shri Madhu Dandavate]

agreement was arrived at with Pakistan—if I remember aright on 4th March 1969—when the External Affairs Minister was Minister incharge of Defence he made a categorical statement that Soviet Union had supplied T-54 and T-55 tanks to Pakistan and that the supply of arms was to continue. I would like to have the clarification—though the clarification given by the Soviet Ambassador states that after 25th, that is, after eruption of movement in Bangla Desh, no arms have reached Pakistan—is it a fact that arms have been despatched before that date and they have reached subsequent to 25th March. About that there is no clarification at all. In, this case I would like the hon Minister to remember that this, clarification is required because there is a certain background of the world powers which have been pursuing certain 'Asian strategy' They want to pursue the policy of balance of power in Asia and if India challenges this concept of balance of power they would like to reframe their policy regarding India too. It is not merely U. S, A. which shamelessly entered into an arms deal with Pakistan but USSR too did the same. After sending these arms the former President, Mr. Eisenhower, clarified that these arms would not be used for aggressive purposes. There seems to be a strange coincidence between the statement made by Mr. Eisenhower and the Soviet Prime Minister Mr. Kosygin's rejoinder to our Prime Minister, Mrs. Indira Gandhi stating that Russia had entered into a deal with Pakistan but these arms would not be used for aggressive designs. Probably, the language used by the Soviet Prime Minister and President Eisenhower was identical because their Asian strategy was also identical. In this connection I would like to state, that Russia had gradually changed her attitude. There was a time when on Kashmir they had a pronounced view in favour of India but gradually they became non-aligned. In 1965 all the big powers including America and Russia refused to name Pakistan as aggressor. Then Russia pressurised India to sign the Tashkent Agreement.

I would also like to point out that after every news of arms despatch the explanation always given is that we were not in the know of the despatch of these arms and shipment of the cargo. I would like to know from the Minister concerned whether it is not a failure of our embassies. According to the accepted practice all the prominent newspapers always announce the dates of loading and unloading of cargo sufficiently in advance. So, whereas everyone else knows about these details our embassies do not know about the despatch of ships. Is it not a failure on the part of our embassies? If we had come to know about these news items regarding shipment of arms at the right time we could have exerted certain diplomatic pressures.

As regards France, Sir, it has been the consistent policy of the western powers again to pursue the same Asian strategy and see that they do not disturb the balance in Asia. They do not like a virulent State like Bangla Desh to come up and join hands with India and thus disturb this balance. As regards supply of arms to Pakistan, Germany has done it. Italy has done it. In addition to that I would like to point out that consistent campaign is going on through Pakistan Radio day in and day out—that during the talks of Kosygin with the Pakistan authorities, Mr. Kosygin, had assured the Pakistan authorities that Bangla Desh was an internal problem; it is not a problem. in which USSR would like to interfere. That being the position probably the arms have been despatched earlier and received after 25th. I would like to know when a number of countries have been despatching arms—U.S.A., Soviet Russia, Germany, Italy, France, etc.—whether our Government categorise these arms into progressive arms, reactionary or retrograde arms. Is it to be taken that if men face reactionary arms they are liquidated, if they face progressive arms, they are liberated. And probably if they die at the hands of Chinese arms they are resurrected. I would like to know from the hon. Minister whether is it not a fact that all these powers including Russia, America, France, Italy and others are adopting a particular posture as far as arms supplies are concerned and they are not prepared to take a firm attitude *vis-a-vis* India and Bangla Desh because many of them have a guilty conscience.

If Amrerica's hands are soaked in the blood of the Vietnamese those of Soviet Russia are soaked in the blood of the freedom-fighters of Hungary and Czechoslovakia. With this guilt on their conscience how could they lend support to the case of Bangla Desh?

SHRI SWARAN SINGH: It has been a long speech and I have no intention to make

a counter speech. However, there are one or two points to which he asked me to reply and I will try to touch upon those points briefly, without entering into an argument, because in his presentation there are several draw-backs and several snags which are fully known to the House and Government's appreciation of the situation has been given from time to time. He has pointedly asked by way of information one specific point: earlier on there have been supplies of U.S.S.R. arms to Pakistan. It is a fact and I have myself made statements both as Defence Minister and also as Minister for External Affairs, about supply of arms from U.S.S.R. to Pakistan. So, if there were any supplies earlier to March 25 or even despatch of arms earlier to March,25 and if these arms have reached Pakistan after 25th March, this possibility cannot be excluded. The other point he talked about was balance of power. We have always steadfastly adhered to the view that this doctrine is unacceptable and unreal because the facts of the situation are; India is five times the size of Pakistan and then Pakistan's own contention has always been that India is Pakistan's only enemy whereas in India we face bigger problems on account of our population and size. We have our differences with our neighbours both in the North and the West. Any talk of balance of power is unreal in any part of the world. It is completely misplaced and out of place so far as the Indian subcontinent is concerned. If anybody continues to adhere to the policy, it is his fault, not ours. We do not accept any such approach. We do not permit this argument to go unchallenged.

I would like to contradict very emphatically the suggestion that he has made that in 1965 at Tashkent there was any pressurisation by the Soviet Union. This is factually incorrect and totally misplaced. I would like to contradict this with all the emphasis at my command.

Then, about France, he said, that they also adopt the same strategy of balance of power. I do not subscribe to this at all. I do not think that France, unlike several other European powers, has always put across either in their Parliament or even private talks or elsewhere, this doctrine of balance of power which, in any case, we reject and we do not accept at all. I cannot recall any instance in which France may have subscribed to such a theory of balance of power.

As to what Pakistan radio puts out everyday is a controlled medium of dissemination of information and they would, certainly like to present to their own people something which is favourable to them. This should not surprise you if they are putting across to their people their own version of what other countries tell their representatives because it is one of their functions, when they find there is a growing criticism of the military atrocities, of the military regime, that they would like to reassure their own people that all is well amongst the international community. We should not take under notice of what they say.

Further, he has asked as to whether there is any distinction between, what he dramatically called, reactionary arms or retrograde arms or other type of arms. All arms are arms. No arms have yet been invented which operate or fire only in one direction. All arms are deadly arms, whether they originate from a socialist country or a capitalist country or a neutral country or whatever it may be.

AN HON. MEMBER : Or a non-aligned country like India.

SHRI SWARAN SINGH : Even a non-aligned country like India. Our weapons are more deadly than many other weapons.

I do not think this way of describing such a serious matter in these terms will serve any purpose. We have always taken the view that arms in the hands of Pakistan from whatever source they get them are a source of danger to us. It does not give us any satisfaction if their origin is a capitalist country or a socialist country or any country whatsoever. We have, therefore, been stressing upon all countries that they should desist from giving arms supply to Pakistan because this only makes them more intransigent rather than lessening the tension in this area.

PROF. MADHU DANDAVATE : Since you have already accepted the contention that before 25th March, arms might have been despatched to Pakistan by U.S.S.R., did our Government make any effort to find out whether arms have been despatched ?

SHRI SWARAN SINGH : There has not been any confirmation of this.

SHRI P. K. DEO (Kalahandi) : Sir, our sad experience is that the statement of the Foreign Minister is always sketchy and not factual. The statement made now is that there is no actual supply of Russian arms to Pakistan. In this regard, I would like to know categorically if the Foreign Minister has ascertained from the defence Ministry because our knowledge is that the story that was published yesterday has come from the Government circles.

So, as the Defence Minister is also here now, he should corroborate the statement of the Foreign Minister. I say so because of the so-called good conduct certificate procured by the Foreign Minister and his statement after the conclusion of his visit to the various world capitals has proved that it is not even worth the paper on which it is written. It has completely exposed the diplomacy of our country, the bankruptcy of Indian diplomacy and day in and day out foreign arms supply is continuing to Pakistan. And so far as USSR is concerned, the Minister cannot abdicate his responsibility by saying that arms supplies may be available from private sources. Sir, as everybody knows, so far as USSR is concerned, the entire economic activity there—production, distribution and foreign trade—is state-controlled so, he should ascertain and find out from USSR sources and as well as from military intelligence of our Defence Ministry as to the actual facts of this story.

Secondly, the Pakistan Radio news bulletin which has been monitored has not been contradicted as yet. It has categorically stated that after the Ambassador, Mr. Jamshad Marker, has met Mr. Kosygin, he has assured that the entire affairs in Bangla Desh is the internal affairs of Pakistan and Soviet Russia has nothing to do with that. This has not been contradicted as yet by the Russian quarters.

Secondly, I would like to know...

SHRI SWARAN SINGH : Secondly, thirdly or fourthly. Everytime you are saying 'secondly'.

SHRI P. K. DEO : Finally, I would like to know....

AN HON. MEMBER : Semi-finally.

SHRI P. K. DEO : ... the reasons for the silence of USSR regarding the atrocities in Bangla Desh. (*Interruptions*). I think Mr. Banerjee is not the Russian Ambassador. The Russians have been silent about it, I would like to have categorical answers to all the questions.

SHRI SWARAN SINGH : First of all, I would like to assure this hon. House through you, Mr. Speaker, that this fashionable expression of the Foreign Minister being in need of good certificates from abroad or from any one is totally unfounded and I strongly resent that. (*Interruptions*) I am not born in that tradition like our former feudal princes that I am in need of any certificate. I can stand on my own and I do not require any certificate good or bad from my hon. friend or from any source. I know what my responsibities are and it is unfortunate that this sort of expression should be used by my hon. friend which is totally unfounded. I don't care about these expressions. I would beg of the hon. Members not to indulge in this type of pastime.

AN HON. MEMBER : Just ignore him.

SHRI SWARAN SINGH : Then he says.. (*Interruptions*) About one or two points he has raised, I will try to answer.

He places great reliance on the sources of information being made available to him through some Government circle. I feel amazed at the irresponsible statement that he has made. Surely when this information is available to him through any Government source, I should have been the first person to be informed by him or any other person who says that it is from a Government source. I would also like to say that this practice of trying to make out that different Ministers are different wings of the Government and are not fully in touch with each other is, to say the least, most mischievous.

This statement that I am making is being made in consultation with Defence Ministry and all the information that Government has in various Ministries is pooled and therefore to suggest that this has come to him from this source or that source is something which is totally unfounded ; and I would not have used these expressions if I were not aware of a series of whispering campaigns that are being carried on by interested quarters as though there is difference of either approach or assessment between various wings of the Government. This is totally unfound and I would like to repudiate it strongly.

He has made a great revelation today that everything in USSR is under Government control ; therefore nothing could come from USSR through private sources. He is correct for once. And, when I talked of the prevalence of these underground markets of arms in Western Europe, it certainly does not relate to Soviet arms. This relates to arms other than Soviet arms. He is quite right for once. The supply of illicit arms and the prevalence of such markets do not relate to the Soviet arms, but, unfortunately, they relate to western European arms and arms other than those which are from socialist countries.

He also said I have not tried to contradict what was put out by Pakistan radio in a bulletin. I do not know whether that is the function which he expects from us. I would not like to contradict what Pakistan radio bulletin brings out every day. Because, if you pick out those points and highlight and pinpoint them, in what your adversary puts out, and contradict them, that would mean that it is something to which we attach importance. This is totally uncalled for and also it is unfair on the part of the hon. Member to make a statement that the USSR Government has been silent about happenings in Bangla Desh. Let me remind him that it was President Podgorny who, of the world leaders, came out first with an open statement condemning the happenings in Bangla Desh. The hon. Member may have his own political predelictions but to forget realities is something which he should not have indulged in. His approach is misconceived. I would beg of him in the national interest not to see something suspicious where it does not really exist.

SHRI BIRENDER SINGH RAO (Mahendragarh) : The Minister said that they are in touch with USSR and France over the reported supply of these arms to Pakistan recently. He has said that French Government have informed them that they have not entered into any renewal contract for supply of arms to Pakistan after military action in Bangla Desh. They had also informed towards the end of June that French Government would not make any delivery of arms even on old contracts. But, Sir, we are still completely in the dark and groping and there are many points to be clarified. I would like to know whether the Government has sought confirmation from Soviet Government as to whether any supply has been delivered to Pakistan after the military advance against the people of Bangla Desh 3 months ago. He has also not said anything pointedly about any confirmation coming from the French Government on the reported recent supplies to Pakistan. It is unfortunate if they did not put this question to the French Government pointedly. If they did ask them pointedly and the reply of the French Government is evasive, then it is most humiliating and it is adding insult to injury, and if this is so, I wish the hon. Minister had acted as sharply as he did to some remarks from the hon. Members to this behaviour from the French Government. I would like clarification on these things.

Then, it is a fact that Pakistan has been getting supplies of arms from the USA, Russia, France and Britain. India has also been getting arms and ammunition from these countries. It is reported that the USA gave Pakistan about 10 million dollars worth of arms recently after the Bangla Desh trouble. If my reports are correct, I have heard from certain importan. quarters, Pakistan has raised within the short period of three months five new military divisions. It is not a small job to raise five new divisions and equip them completely. If these countries have not supplied arms, would the hon Minister give us information about who has supplied these massive arms and ammunition to Pakistan within this short period to enable them to build up its military strength against India ?

Then, I would like to know whether in the face of this danger, our Government have also tried and taken steps to step up their procurement of arms and ammunition to counterbalance the threat from Pakistan, and whether if this unofficial market exists in the world, our Government have also tried to purchase arms and ammunition from this unofficial market in those foreign countries and if so, to what extent.

I would also like to know what behaviour these countries have shown and what special consideration these countries have shown towards India in supplying arms and ammunition to this country as compared to Pakistan during the past few months and how far they have fulfilled their past contracts of supplying arms to India ?

SHRI SWARAN SINGH : About the first question, I have already attempted to answer it. The Soviet authorities have assured us that they have not delivered any arms supply to Pakistan after the military action in Bangla Desh.

[Shri Swaran Singh]

About the second question, I made it clear in my reply that the French position first was that they were not entering into any fresh contracts for supply of arms to Pakistan after the military action in Bangla Desh. Obviously, they did not at that time agree that they would cut supplies even on earlier contracts. But towards the end of June they have assured us that they have cut out all supplies of arms to Pakistan. There was no question of any evasive reply being given, and I have tried to give as precise replies as possible.

The third question that he asked was who had given this massive supply of arms to Pakistan to equip their five new divisions. For one thing, I am not quite sure whether all these five divisions of which he talks are already in position or whether they have been equipped. But if he is interested in these various sources of arms supply to Pakistan, this is something which has been placed before the House from time to time by my colleague the Defence Minister and by myself. If I may say, apart from the earlier supplies which came from American sources and French sources—because the French have always taken the attitude that they treat these transactions on a commercial basis, although they also say that when there is an area of tension then they stop the supplies to any country which is involved in that tension—they did get supplies, as I already mentioned earlier, from the USSR and from several other countries. But there has been considerable supply of arms to Pakistan from China. Also, they have got supplies from Iran and some even from Turkey. These are the various countries from which Pakistan has been getting arms.

Then he suggested that we should also go to the clandestine market in Europe for purchase of arms. I would like to reiterate what has often been mentioned to this hon. House that our principal source of defence equipment and arms supply is our own ordnance factories and our own units established in the country. It is true that for certain items of a sophisticated character or where we are still trying to catch up with our manufacturing programme, we do get supplies from whatever source that might be available. I have said on more than one occasion that in this respect the Government of India have no inhibitions whatsoever.

SHRI INDRAJIT GUPTA (Alipore): Even the black market?

SHRI SWARAN SINGH: Not necessary, because we can get it in the so-called open market.

SHRI DINEN BHATTACHARYYA (Serampore): White market.

SHRI SWARAN SINGH: I am glad that the reds are thinking of the white market.

There is hardly any necessity to go to the so-called clandestine market. For one thing, the type of equipment available there is something which we manufacture in abundance ourselves. We are an advanced country in the matter of manufacture of various items, including defence equipment, and I would request the hon. members to shake off this feeling of helplessness; he should not think of our going to these so-called unofficial markets for procuring arms. It is not necessary for a country like India.

About special consideration being shown to India, we do not expect any such consideration from any country. If we require any particular type of arms, we can get them; there is no difficulty about it. Most of it we manufacture ourselves; but if we require any, I have no doubt in my mind we can get it without difficulty.

श्री राम कंवर (टोंक): अध्यक्ष महोदय, जब रूस से पाकिस्तान को हथियार ले जाने की खबर मिलती है तब हमारे विदेश मन्त्री कहते हैं कि वहां से कोई हथियार नहीं आये, लेकिन कुछ दिनों के बाद जब स्पष्टीकरण हो जाता है और यह बात सामने आ जाती है तब वह कहते हैं कि हां, आये हैं। ऐसी अवस्था में कुछ दूसरे देश बंगला देश के शरणार्थियों के नाम पर थोड़ी मात्रा में सहायता दे देते हैं जबकि पाकिस्तान को भारी मात्रा में सैनिक सामग्री मिल जाती है। इसको देखते हुए क्या हमारी सरकार इसके बारे में कुछ विशेष चिन्तित है, और विशेष चिन्तित होने के कारण क्या वह थोड़े समय के भीतर बंगला देश को मान्यता देगी?

श्री स्वर्ण सिंह: मान्यता का सवाल तो बिल्कुल अलाहदा है। उसके मुताल्लिक काफी लम्बी चर्चा हो चुकी है। उस दिन शायद माननीय सदस्य को अपनी बात कहने का मौका नहीं मिला।

SHRI INDRAJIT GUPTA: It is understandable that members of this House and the public at large should be considerably exercised in today's situation whenever a press report appears particularly so prominently and in such a well-known newspaper, as has happened on this occasion, to the effect that some arms supplies have been reaching Pakistan recently, particularly since the 25th of March. That is understandable, but I must say that these questions and answers have revealed that this is a rather strange and peculiar case.

For one thing, of course this news has not appeared in any other paper, I do not say that for that reason it should be dismissed, but it has appeared only in one paper, a paper which is well known for its pro-Swatantra and pro-American sympathies. The most that the hon. Minister has conceded in his reply is that the possibility that some arms may have been shipped before the 25th March and may have reached after 25th March cannot be ruled out. That way, nothing can be ruled out.

We have to proceed on the basis of what the facts are as far as they have been revealed in these questions and answers, and there we find that we have got on the one hand a report by this gentleman, I do not know who he is, the special representative of the *Statesman*, and the statement of the Soviet Ambassador, Mr. Pegov, on the other. That is how far we have reached so far in this matter. Now we have to choose at the moment—if further facts came to light later on, we have to see—between the word of the accredited Ambassador in this country of one of the major World Powers saying categorically that this report is incorrect and the word of the special representative of the *Statesman*. I do not think any sensible person will be in two minds as to what to believe.

An attempt is being made here in this report to put the United States and the USSR on the same footing, on a par, as regards this question of supplying arms to Pakistan, particularly after the 25th March. I can understand the *Statesman's* effort because some embarrassment has been caused to the USA in recent days by the revelations that have taken place and the admissions they had to make. Therefore, now this belated attempt is being made to put the USSR on a par with the USA.

Because my hon. friend Prof. Dandawate and some others indulged in some background talk about balance of power and all that, I think you will give me the same indulgence.

Mr. Chester Bowles, who is well known to practically everybody in this House and certainly to the Minister opposite, and who was one of the most prominent Ambassadors of his country to India for many years—I think he had two sessions as Ambassador in this country—has been writing a series of articles recently appearing in that same paper, the *Statesman*, the heading being "America and Russia in India". In the second of these articles, the following sentence occurs. I am only reading out one sentence:

> "Today India's 28 divisions, its 700-plane air force and its small but competent Navy are largely supplied with Soviet equipment".

This is what he is writing. If he is wrong, because the minister just now said that we want to make it clear that most of our equipment is made at home, then he should correct Mr. Chester Bowles's wrong idea. I know a little, I study a little about defence matters because I am interested in them, and as far as the bulk of light arms is concerned, I do not doubt the Minister's statement.

But here is Mr. Chester Bowles. After all, he was here for two terms as Ambassador. He cannot be such an ill-informed person. He is pointing out that our Army, Navy and Air Force are largely supplied with Soviet equipment. Perhaps this has something to do also with Prof. Dandawate's theory about balance of power, I do not know, he can work it out for himself.

But this is a fact, this is the hard reality which my hon. friends of the Swatantra party better remember, that their security today is also dependent on Soviet arms and largely on Soviet equipment. Whether it is a good thing or a bad thing is a different matter.

SHRI SAMAR GUHA (Contai): I want to know whether my hon. friend is happy about it or whether our country should be self-sufficient in the production of arms.

SHRI P. K. DEO: Soviet stooge.

SHRI INDRAJIT GUPTA: In this matter I am proud to be a Soviet stooge because your American stoogery did not bring any arms, unfortunately it all went to Pakistan.

PROF. MADHU DANDAVATE: We belong to the Indian lobby.

SHRI S. M. BANERJEE (Kanpur) : He was a British stooge, British boot-licker, and then he shifted his loyalty to America.

SHRI SAMAR GUHA : I am also not happy that our mountain divisions have been equipped by America.

SHRI INDRAJIT GUPTA : It is also my duty to point out another small matter. I do not know why Mr. Samar Guha is getting excited. I am not second to anybody in admiring what our ordnance factories have done; that is not the point. We can debate the Defence Ministry's demands in a day or two (*Interruption*) in today's Statement—I am restricting all my quotations to this only one bible—there is an extract of an article written by Mr. Chester Bowles in yesterday's *New York Times;* and this paper quotes from that article. I am saying this because you should see that attempts to put the two countries at par are completey wrong. What does Mr. Chester Bowles say.... (*Interruptions*) He is referring to the American arms shipment to Pakistan a few days ago. He says that it was first accepted as just another bureaucratic blunder which did not represent the United States policy. He says :

"However in the last few days there has been evidence that this was not an accident but a deliberate decision."

This is what Mr. Chester Bowles has written.

I do not think that anything has come to light either by the efforts of the special representative of the *Statesman* or some of our friends here to prove anything which can show that the Soviets are doing something just like the Americans have been doing. However much you may try to make all sorts of gymnastic attempts. I am afraid it has proved a dampl squib.

AN HON. MEMBER : We would be happy if it is proved wrong.

SHRI INDRAJIT GUPTA : I shall be happy. I will be very much concerned if I find that the USSR is giving arms to Pakistan. But you should prove it first. You cannot go round after the story spread by some paper.

SHRI ATAL BIHARI VAJPAYEE (Gwalior) : The hon. Minister has not denied that the arms supplied to Pakistan by Soviet Russia before 25th March might be on their way to East Bengal.

SHRI INDRAJIT GUPTA : He will reply to you. He said that this could not be ruled out. I do not know what it means. Let him clarify it again. Nothing can be ruled out. He has got no information ; he said so himself. My friend Mr. Anthony is saying that he has got information and would not come out with it. Certainly, give it out if you have got information.

Just as some other Members had their views and background, I should say what my idea of view is. Why was this anti-Soviet diversion necessary at this particular moment ? It was raised in the papers yesterday so that it can be brought in the House today. The other day I had asked the hon. Minister a question whether the sort of in my opinion—evasive, weak and hesitant attitude they are taking on the Bangla Desh recognition question had anything to do with the coming of Mr. Kissienger. He indignantly denied it. I think this diversion has been created like a conspiracy and, in my opinion, is meant to divert attention from the visit of Mr. Kissienger who is arriving here today as a personal envoy or adviser of President Nixon from a country which has openly declared now that as regards both economic assistance and military aid it is going to continue to help Pakistan. We are playing host, today in this capital of our country at the time of national emergency to the representative of the President of a country which has openly defied the wishes of the world democratic opinion on this issue. That is why this anti-Soviet provocation has been created to cast a smokescreen on Mr. Kissienger's visit.

I would finally say this. If this special representative of the *Statesman* is considered to be so well-informed that everybody was taken in by the story, the same special representative again in yesterday's paper, following the story about arms to Pakistan, has given another story, the heading being "Talks of Kissienger will be wide-ranging' and in the course of that, he says something which I want to ask the Minister. The Defence Minister is also present here. It says some of the people with whom he is going to have talks is Gen. Manekshaw. What business has he to talk to Gen. Manekshaw ? Is it a fact, I want to know. What business has Mr. Kissienger—and I hope the General will not go along kissing Kissienger—coming here as the personal envoy of President Nixon to have talks with the chief of our army Staff and at a time when we are facing a serious situation on our borders ? I would like

to know. I do not know if this special representative is equally authentic in his views on this item also. Please tell us. I am afraid that this kind of crude provocation should not be attempted again. I would like to say that, of course, the press has its own rights; the freedom of the press is there, just like the privilege of Members is here, but if people outside the House at least go on in this way, that is to say, without any shred of concrete evidence, and if these kinds of stories are put out at this particular time in our country's history, in this emergent situation, I would ask the Government to consider whether it would or would not attract those provisions in the Maintenane of Internal Security Act which you have passed the other day here, which says that anything done to prejudice the relations between India and the foreign powers will fall within the mischief of that Act. Please consider it.

SHRI SWARAN SINGH : The hon. Member has given his own viewpoint with the latter part of which I will deal now. (*Interruption*) I am not objecting, I am only stating a fact. I would therefore, not like to be involved again in some argument except that I will try to answer one or two points about which he asked pointedly by way of information.

One thing which I could make out was whether Dr. Kissinger is having any talks with Gen. Manekshaw. I have made enquiries, and I have just been informed that there are no talks planned between Dr. Kissinger and Gen. Manekshaw (*Interruption*) But Gen. Manekshaw, I am told has accepted an invitation to a dinner function where Dr. Kissinger would also be present.

SHRI S. M. BANERJEE : No Indian should go there. (*Interruption*)

SHRI SWARAN SINGH : I would strongly appeal to the House, to the hon. Members, that we should not be squeamish about this thing, and in such social functions, if we try to look at everything with suspicion—even about a social function-that is not fair. (*Interruption*) I would appeal to the hon. Members not to take this attitude. I would not be a party to encourage that type of attitude.

SHRI INDRAJIT GUPTA : May I know who is the host in that function ?

SHRI SWARAN SINGH : The Americans are the hosts. What is the harm? This should not be objected to. (*Interruption*)

SHRI INDRAJIT GUPTA : I am showing you how reliable is the story.

SHRI SWARAN SINGH : About reliability I think...

SHRI SAMAR GUHA : *Rose—(Interruption)*

MR. SPEAKER : Order, please. No interruptions. Is there a spring-board under you? You are getting up and sitting down. Kindly keep sitting down.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, हमारा यह कहना है कि जनरल माणिक शाह हमारे कमांडर इन चीफ हैं, इस हाउस में कोई ऐसी बात न कही जाय जो उनके ऊपर कोई रेफ्लेक्शन लाने वाली हो ।

SHRI SWARAN SINGH : I do not want to enter again into an argument about the authenticity of a press report. I would only appeal to the hon. Member and to other hon. Members of Opposition that if the press reporter's explanation or his analysis is correct, there should be the greatest caution not to rush to the House by giving Call Attention Notices merely based on press reports. So, it will be a good convention that we can establish. Merely because a press report is there, the tendency of making it a subject-matter of a Call Attention could perhaps be avoided. Otherwise, I do not want to be on the wrong side of the press. They might have their own views. Sometimes they criticise me. If they criticise another person or praise another person which is not liked by certain sections of the House, it is for them to straighten it out with the press, rather than involve me in this controversy.

Then he said, we should invoke the conditions of the Internal Security Act for taking action when the national security is involved. That may not perhaps be necessary. But what I think is very necessary is, if all of us could observe that discipline and not say things which might embitter or come in theway of our continued good relatiions with any country, that will be a very healthy practice, instead of getting ourselves involved in criticising one country and then criticising another country. In the process, you may criticise all countries and at the end, we may not be the gainers. Therefore

[Shri Swaran Singh]

I would appeal to hon. members that in a situation such as the one we are facing, we cannot expect every country to be cent per cent of our viewpoint. Our effort should always be to do our maximum to bring them round to our viewpoint and if they have any other feelings, to reduce them as much as possible and also to see that they do not supply any help to Pakistan which might strengthen them and enable them to continue their acts of atrocity. I am sure if we concentrate in that direction, it will yield results.

MR. SPEAKER : Papers to be laid.

SOME HON. MEMBERS—*rose.*

MR. SPEAKER : I will have to say that nothing will go on record if it is without my permission. Papers to be laid.

12.57 hrs.

PAPERS LAID ON THE TABLE

ANNUAL REPORT OF NATIONAL PRODUCTIVITY COUNCIL

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI GHANSHYAM OZA) : On behalf of Shri Moinul Haque Choudhury, I beg to lay on the Table a copy of the Annual Report (Hindi and English versions) of the National Productivity Council, New Delhi, for the year 1969-70. [*Placed in Library. See No. LT-604/71*]

REVIEWS AND ANNUAL REPORTS OF RURAL ELECTRIFICATION CORPORATION AND NATIONAL PROJECTS CONSTRUCTION CORPORATION

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : I beg to lay on the Table a copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956 :

(1) (i) Review by the Government on the working of the Rural Electrification Corporation Limited, New Delhi, for the period 25th July, 1969 to 31st March, 1970.

(ii) Annual Report of the Rural Electrification Corporation Limited, New Delhi, for the period 25th July, 1969 to 31st March, 1970 along with the Audited Accounts and the comments of the Comptroller and Auditor-General thereon

[*Placad in Library. See* No. LT-605/71]

(2) (i) Review by the Government on the working of the National Projects Construction Corporation Limited New Delhi, for the year 1969-70.

(ii) Annual Report of the National Projects Construction Corporation Limited, New Delhi, for the year 1969-70 along with the Audited Accounts and the comments of the Comptroller and Auditor-General thereon.

[*Placed in Library. See* No. LT-606/71]

12.58 hrs.

DEMANDS FOR GRANTS, 1971-72—*Contd.*

MINISTRY OF FOREIGN TRADE—*Contd.*

MR. SPEAKER : The hon. minister was on his legs yesterday. He may continue.

THE MINISTER OF FOREIGN TRADE (SHRI L. N. MISHRA) : Sir, last evening I was referring to the important points made by some hon. members, especially DR. V. K. R. V. Rao, Shri R. S. Pandey, Dr. Malkote, Shri Venkatasubbaiah, Shri Maddi Sudarsanam, Shri Damani, Shrimati Subhadra Joshi, Shri Janardhanan and Shri Shastri I am very grateful to them for the consideration they have shown to the working of the ministry and for some of the valuable suggestions that came from Dr. Rao and some others. The discussion on the Demands for Grants provides Parliament an opportunity to review the working of a Ministry during the course of the preceding year and also to provide guidelines and suggestions about its working in the coming year. Therefore, it is a welcome opportunity for any ministry to come before the House and listen to the suggestions and criticisms made by hon. members.

13.00 hrs.

A number of valuable suggestions have been made in the course of the debate and I can assure the hon. Members that these will receive the greatest possible attention from my Ministry, for we all share common objectives. Just before we went to the poll we had an election manifesto where we had openly stated what our economic policy would be. In the general elections that took place earlier this year the people of India have returned our party, headed by Shrimati Indira Gandhi, with a massive mandate to go ahead with a policy of peaceful change, rapid increase in employment opportunities, a speedy reduction in economic disparities, in short a mandate for accelerated growth with social justice. It would be my endeavour to make my humble contribution to the implementation of this policy by this Ministry, the Government and the party.

I will go further and say that the election manifesto of the Indian National Congress had made it clear that the Congress, if returned, would be committed to using that privilege to ensure a better life to the people and to satisfy their aspirations for a just economic and social order. It has been the declared policy of the Congress since 1931 that in any programme for industrial development the public sector must have a vital role.

Our election manifesto specifically refers to increasing state participation in the country's import-export trade. My Ministry is determined to play its due role in honouring the pledges that we have given to the people of India and during the course of my speech I shall try to outline some of the measures that have already been adopted, or are under consideration of government, to fulfil our promises to the people.

The House is no doubt aware that during the greater part of the last fifteen years, the availability of foreign exchange has been a major constraint on the pace of our economic development. Had more foreign exchange been available, we could have greatly stepped up the rate of investment and this would have enabled us to create new employment opportunities in the country at a faster rate, thereby reducing the serious burden of unemployment.

The root cause of persistent foreign exchange difficulties lay in the virtual stagnation of our export trade in the sense that in the past our exports failed to increase in line with our import requirements. In order to meet foreign exchange difficulties, we had to resort to international borrowing on a large scale.

The availability of external assistance has no doubt helped to tide over some of over difficulties. But, as the House knows, the international aid mechanism is a highly political mechanism in which donor countries are always in a stronger bargaining position *vis-a-vis* borrowers. As such, there is always the danger of unexpected interruption of aid flows if donor countries do not happen to like some of our policies. I am of the strong view that dependence on aid has to be progressively reduced if our economic independence has to become a living reality. This, in turn, requires that the country has to finance the bulk of its import requirements out of its normal earnings of foreign exchange.

In this process, import substitution has no doubt a vital role to play and significant progress has been made in this direction during the last fifteen years. The share of imports in total supplies of industrial machinery, certain chemicals, aluminium, machine tools and paper has been greatly reduced. Hon. Members will be glad to know that in 1968 and 1969 foreign exchange saving on account of import substitution amounted to Rs. 75 crores per annum.

The import policy for 1971-72 seeks to carry the process further. As many as 170 new items have been added to the list of banned items the import of which is not permitted and 67 items have been added to restricted list of items.

My hon. friend, Shri Raja Kulkarni felt somewhat unhappy that along with an increase in our exports our imports have also increased. As I stated earlier, we are trying our best to restrain through import substitution the growth of our imports. But it has also to be recognised that beyond a certain point further import substitution is either technically not feasible or is economically wasteful. Historical experience indicates that there are very few countries in the world in which import requirements do not rise in the process of economic development.

[Shri L. N. Misra]

To pay for our rising imports and also to repay the massive external debt that we have piled up we have, therefore, to increase the export effort in a really big way. Thus, the struggle to increase India's exports is an essential component of our overall development strategy of speedily moving towards a stage of self-sustained growth. In this I heartily endorse my esteemed friend, Dr. V. K. R. V. Rao's slogan of 'Export and Prosper'.

Our objectives are well-known. During the Fourth Five Year Plan, our export target is 7 per cent annual rate of growth. During 1969-70, which happened to be the first year of the Fourth Plan, on account of a number of unfavourable external factors, the actual rate of growth of exports was only 4.1 per cent. However, during 1970-71, exports increased by 8.3 per cent, thereby exceeding the annual target rate of growth of 7 per cent. The result was that notwithstanding an increase in imports of 2.9 per cent, the country's trade deficit declined from Rs. 169.5 crores 1969-70 to Rs. 97.6 crores in 1970-71, the lowest trade deficit for the past fifteen years.

Some people have expressed the view that extremely satisfactory performance of India's exports in 1970-71 was largely due to favourable circumstances. I shall admit that some of our exports were, no doubt, helped by some favourable external factors such as an increase in unit value of exports of tea and iron and steel.

However, one should also not forget that the overall rate of growth of 8.3 per cent of exports was achieved despite continued operation of severe adverse trends in some of our major traditional exports.

For example, on account of severe competition from Pakistan and the growing threat of synthetic substitutes, exports of jute manufactures fell from Rs. 158.98 crores in April-December, 1969 to Rs. 136.10 crores in April-December, 1970. Similarly, exports of leather and leather manufactures during the same period fell from Rs. 68.38 crores to Rs. 60.70 crores. There were also some constraints of raw materials.

Thus what has been achieved is by no means unimpressive though there is hardly any ground for complacency in the future. That a large number of commodities both traditional and non-traditional (iron ore, tea, engineering goods, oil-cakes, sugar, chemicals and allied products, spices, coffee, cotton manufactures etc.) contributed to the growth of exports in 1970-71 is an indication of progressive diversification of our export structure.

Now, I would like to say a few words about export of non-traditional items. Particularly encouraging is the trend in the exports of our non-traditional items, engineering goods, chemicals and allied products. I should also like to mention that India's dependence on Western countries for our exports and imports has been considerably reduced while our trade with Socialist countries and developing countries has continued to expand faster.

The share of Socialist countries in our exports increased from 19 per cent in 1967-68 to 22 per cent in 1969-70.

The share of these countries in our imports increased from 11 per cent to 18 per cent over the same period.

During the same period, the share of Asian and African developing countries in our exports increased from 17·9 per cent to 23.3 per cent while their share in our imports increased from 12.4 per cent to 21.6 per cent.

At one time the prophets of gloom were predicting that the growth of engineering exports could not be sustained once domestic demand recovered after the industrial recession of the late sixties. It is true that the existence of idle capacity increased business firms' interest in seeking export markets but it is also a fact that this interest has been sustained even after the revival of domestic demand since 1968-69. Government policies have actively contributed to sustain our producer's interest in the export markets.

Indeed but for some unexpected severe shortages of some critical inputs like iron and steel, the growth of exports of non-traditional items would have been still more rapid.

Prof. V. K. R. V. Rao spoke at a considerable length about our export target in a very lucid manner and I am inclined to agree with him on many of the points. We have set an export target of Rs. 1670 crores for 1971-72

which would yield a growth rate of 9.1 per cent over 1970-71. Our export target for 1971-72 is not merely an expression of hope but is based on a careful analysis of existing trends and prospects.

To achieve this target, we must maintain and, if possible, improve upon our share of world trade in our traditional items. However, it is now widely recognised that by far the most important role will have to be played by our non-traditional exports if our aggregate export targets are to be realized. Non-traditional exports will have to increase at an average annual rate of 15 to 20 per cent during the present decade. Non-traditional exports include not only manufactured goods but also as my friend Dr. V. K. R. V. RAO pointed out, agricultural commodities like marine products, fruits, flowers and vegetables. As a matter of fact S. T. C. has already started exporting flowers, mangoes and Lichis and the response so far has been really encouraging. I am told S. T. C. has also exported one of the most non-traditional items—Cobra.

I may first say about the expanding role of the public sector in imports. As I mentioned earlier, the Election Manifesto of our party commits us to increasing State participation in the country's import and export trade and we are determined to vigorously pursue this objective.

I am convinced that if rapid growth and social justice are to be reconciled, it is essential that the commanding heights of the economy must be in the public sector. In pursuance of this objective, under the new import policy for 1971-72, 51 additional items have been added to the list of imports, canalised through public sector agencies.

Imports of raw cotton have been canalised through the newly constituted Cotton Corporation of India. The Cashew Corporation of India has been set up as a subsidiary of the State Trading Corporation for similar exclusive import and distribution of raw Cashewnuts. With the addition of these items, the list of canalised imports will cover 112 items.

On this basis, the public sector agencies will handle about 70 per cent of the total imports by March, 1972. Government are convinced that nationalisation of import trade will bring important advantages to the economy. Wherever there are significant economies of scale arising out of bulk buying, bulk storage and bulk shipment, canalisation of imports through public sector agencies will help to reduce the c. i. f. prices of imports. It will also provide a mechanism to deal effectively with the evil practice of over-invoicing of imports through which we lose a significant amount of foreign exchange. I would like to announce here unambiguously that Government are determined to further expand the role of the public sector agencies in the country's import trade and I will request our friends in the private sector to reconcile themselves to this development.

Sir, on a number of occasions in both Houses of Parliament some criticism has been made of the pricing policies of the public sector canalising agencies. The pricing policy is decided on the basis of over-all socio-economic objectives of canalisation and I must frankly state that in some cases a pricing policy designed to mop up a part of windfall profits earned by erstwhile holders of import licences may be fully justified from a national point of view.

In a socialist economy, surpluses of public sector enterprises have to play an increasing role in providing resources for development. Those hon. Members who often criticise the public sector in this country for not making adequate profits should, therefore, be happy rather than displeased if the STC or the MMTC try to make some profits. However, it is the intention of Government to ensure that pricing policy does not impose an intolerable strain on any single industry or product of a common man.

Now I would like to say a few words about the functioning of the public sector agencies in our Ministry. The public sector agencies like the STC and MMTC are doing a fine job. I attach particularly great importance to their efforts in developing exports of new items and in assisting small-scale industry to develop its export potential. The STC's exports have trebled from Rs. 23 crores in 1967-68 to Rs. 70 crores in 1970-71, accounting for about 4·5 per cent of India's exports. In 1971-72, the STC plans to raise its exports to Rs. 90 crores. I am particularly happy that about half of the STC's exports are of products made by the small-scale sector

[Shri L. N. Mishra]

The exports by the MMTC increased from Rs. 80 crores in 1969-70 to Rs. 91 crores in 1969-70 and to Rs. 106 crores in 1970-71, or almost 7 per cent of India's total exports. They are estimated to reach Rs. 123 crores in 1971-72. Apart from the increase in the value of its exports, the MMTC has succeeded in getting better unit value for iron ore, manganese ore, ferro-manganese and also for coal. They have also been servicing nearly 7,000 units both in the small-scale and large-scale sectors with supply of non-ferrous metals, sulphur and rock phosphate.

There is, however, always a scope for improvement and their managements are fully alive to their growing responsibilities. They are constantly examining the need for various organisational changes so as to ensure an effective planning of import requirements, efficient procurement, distribution and stocking of imported goods. In this connection, they have set up a number of advisory panels of actual users.

I may inform the House that I have set up a Committee in the Ministry of Foreign Trade which will undertake a quarterly review of the working of public sector agencies in regard to procurement, pricing and distribution of imported materials and other procedures.

We have recently set up the Jute Corporation of India to undertake purchases of jute, to import and export jute, to export jute goods and also to undertake export promotion measures for jute goods. I am sure this step will, among other things help to provide stable and remunerative prices to jute growers and steady supplies of raw jute to the jute industry which is a major earner of foreign exchange.

My hon. friend Shri Shastri referred to the need for increasing State participation in the promotion of tea exports. He would be pleased to know that a Corporation to be wholly owned by the Government of India is being set up for the purpose of marketing packaged Indian tea. We shall also continue to participate in international arrangements designed to stabilise the unit value of tea exports.

While making his speech, Dr. V. K. R. V. Rao yesterday referred to the need for stepping up exports of Indian skills. The Projects and Equipment Corporation which has been recently set up as a subsidiary of the STC will in cooperation with manufacturers of heavy equipment and machinery, organise for international tenders, long-term strategies entailing planning of raw material requirements, finance and marketing services. Its emphasis will be on projects which are either new or slow moving. Indian consultancy firms are also being assisted to expand their activities in foreign countries.

The question of marine products was also raised. In order to fully exploit the tremendous export potential in respect of marine products, Government are actively considering the setting up of a Marine Products Export Development Authority. It will be responsible for organization, co-ordination, regulation and growth of marine products export industry with special emphasis on off-shore and deep-sea fishing, improved methods of processing, packaging, shipment, quality control, in-plant inspection and other attendant activities.

The problem of tobacco was also raised by some important Members of the House. I would like to say a few words about tobacco. Mr. P. Venkatasubbiah, Mr. Maddi Sudarsanam and some other hon. Members mentioned about the desirability of setting up of a Tobacco Board. As they are no doubt aware, there is already a Tobacco Export Promotion Council, which has been in existence for some years. We are trying to revitalise this Council in order to make it more effective. The idea of setting up a Tobacco Board has also considerable attraction but in the past the Ministry of Agriculture have had some misgivings. As a number of hon. Members have expressed their concern about this important commodity, I will take up this question again with the Agriculture Ministry.

Sir, may I also say a few words about the role of public sector in exports ? The Government are also determined to expand the role of public sector in the country's export trade.

Within the framework of overall policies, public sector agencies will be enabled to play an expanding role in developing exports and in building up the export capabilities of manufacturers and exports.

They will, in particular, render support to small exporters by affording them a combined selling strength on the one hand and a service on the other, both in India and abroad. These agencies will also provide assistance by way of finance, marketing and quality control.

As the House is aware, I have stated on a number of occasions previously that Government have presently no intention to take over the entire export trade. The role that I envisage immediately for the public sector is that of supplementing the activities of the private sector by acting as a path-finder and a catalyst. However, if the national interests demand, we shall not hesitate to canalise the export of certain important commodities including traditional items through public sector agencies.

May I say a few words about the private sector also in regard to exports? Within the framework of overall policies, we shall give all possible facilities to the private sector to increase its exports. So long as the private sector functions in a manner consistent with our social objectives, it will continue to occupy its position in our economy.

In the interest of export production, the Government have introduced certain modifications in the industrial licensing policy under which undertakings belonging to the larger industrial houses and foreign concerns will be allowed to enter the non-core and non-heavy investment sectors provided they undertake specific export obligations.

I have heard it said that these export obligations are so onerous that not many undertakings belonging to larger industrial houses or foreign subsidiaries are likely to take advantage of these concessions.

I sincerely hope that private sector does not intend to sit out in the expectation of thereby forcing the Government to grant further concessions. All the time, our friends in the private sector keep on proclaiming the superior wisdom possessed by the private sector. Here, then is a challenge to the ingenuity and spirit of enterprise of the private sector to make its contribution to the transformation of the country's export trade. In this task the private sector will get all possible assistance from Government.

May I now describe some of the facilities that we intend to provide for export-oriented units? The Government have decided to continue to grant export-oriented production units priority treatment regarding facilities for further expansion of export production and improvement of installed capacity and for import of raw materials and components from the preferred source of supply.

Export potential of undertakings belonging to the small and middle sector entrepreneurs will be developed to the maximum possible extent. Special attention will be paid to the development of export production of small scale sector units in respect of items specifically reserved for them.

In order to widen the base of national export effort Government have decided to introduce a scheme to assist industrial units which currently are not exporting but are desirous of entering the export field and build up their export potential with a view to becoming eligible for the special treatment accorded to export-oriented units.

Steps have been taken to identify new areas such as computer software having a bright export potential. At the same time, every effort will be made to further simplify the administrative procedures, including procedures relating to grant of import licences.

I shall now turn to the role of joint ventures abroad. India's industrial production has considerably expanded in the last 15 years. We have now the capacity to meet the requirements of not only the home market but to magnify the export potential in respect of several new items of capital goods.

The image of the country has been changing from that of a capital importing country to a mature economy with a capacity to invest abroad.

Joint ventures can be an important and powerful instrument for the expansion of trade and fostering increased economic cooperation between India and other developing countries on a mutually advantageous basis.

In recent years, many industrial firms have become interested in this line of activity and are coming up in greater number with proposals to collaborate in joint ventures abroad.

[Shri L. N. Mishra]

Government on their part have been encouraging the initiative of private parties in this regard subject, of course, to the normal limitations of a developing country.

The Government have so far approved the establishment of 121 industrial enterprises abroad with Indian collaboration. 27 of these joint ventures have gone into production and another 61 are in various stages of implementation.

Dr. V. K R. V. Rao asked something about the General Scheme of Preferences. I will now say a few words about this. Dr. V. K. R. V. Rao, Mr. Maddi Sudarsanam and several other friends referred to the General Scheme of Preferences. The GSP symbolises the new evolving international commercial policy for promoting the trade of developing countries. I am happy that the House has recognised the important role played by the Government of India in bringing about the agreement of the international community on GSP.

It is not possible to quantify precisely the trade creating effects of GSP. It has been reported that according to a preliminary study made by UNCTAD the GSP will generate, when it is fully in operation, an additional trade of Rs. 750 per annum from the developing countries. Half of this will be accounted for by exports to the USA and the balance to the Continental Europe and Japan.

The House will be happy to know that only about a week back the European Economic Community has eliminated customs duties on imports from developing countries on a wide range of manufactured and semi-manufactured goods under the GSP. In the next three weeks, Japan is expected to implement its offer under the GSP. The other developed countries are also likely to follow suit.

The opportunities provided by the GSP are a great challenge for our trade to expand and diversify our exports to the developed countries. After intensive discussion with various Export Promotion organisations a comprehensive plan of action to take advantage of GSP has been evolved in my Ministry. I have every reason to believe that our export trade is not only happy to meet the challenge of GSP but feels confident of acquiring a lion's share in the new export opportunities that will be created by the implementation of the GSP. My Ministry will stand ready to assist their efforts in every possible way.

I should like to tell the House that we strongly support increasing economic cooperation among developing countries. We fully subscribe to the Declaration on Non-alignment and Enonomic Progress adopted by the Heads of States/Governments of Non-aligned countries in Lusaka in September, 1970 pledging for a programme to foster mutual cooperation among developing countries to impart strength to their national endeavours and to contribute to each other's economic and social progress by an effective utilization of the complementarities between their respective resources and requirements. We are now examining some new schemes for trade and economic cooperation with certain prosperous countries of West Asia and Africa which would further boost our trade to our mutual advantage.

We also strongly support the efforts made by the ECAFE countries to promote regional economic cooperation. Significant progress was made at the meeting of the council of Ministers for Asian Economic Cooperation held in Kabul in Decemher, 1970 towards the establishment of an Asian Clearing Union and lunching of a Trade Expansion Programme as speedily as possible.

I have every reason to believe that India's close and cordial economic relations with nighbouring countries will be further developed. I am glad to report to the House that as a result of the discussions between our Prime Minister Shrimati Indira Gandhi and His Majesty King Mahendra of Nepal held here in New Delhi a few weeks back, we have been able to sort out many of the handicaps and difficulties that stood in the way of having successful negotiations with Nepal. We are keen to see that Nepal develops its economy and becomes a prosperous country, and we shall only be too glad to be of real help to this neighbour country in its task of development. I am proposing to visit Kathmandu some time this month. I have every hope that we shall be able to finalise a trade and transit treaty between India and Nepal without much difficulty.

If you would permit me, I may now say a few words about UK's decision to impose duty on textiles. As the House is aware, the UK Government has decided to impose 15 per cent of tariff on Commonwealth cotton textiles and abolish quota system as from 1st January, 1972. The decision to impose the duty runs counter to the provisions of the GATT and also to the provisions of the long-term textile agreement to which the British Government are a signatory. This decision which is another instance of the attitude of prosperous provincialism that prevails in some countries of the West is bound to hurt our exports to UK.

On the question of notice of termination of the India-UK trade agreement, 1939, which we have received from the British Government, only the other day I had made a statement in this House in response to a calling attention notice. We have since then received the official version of the statement made by the British Minister for Trade in the House of Commons, which is under close study. He has stated that if during the six months' notice period, the Government of India would be pleased to reconsider their refusal to grant a waiver, the UK would be willing to withdraw the notice of termination and allow the agreement to remain in force. India's decision not so grant a waiver was arrived at by the Government of India after a careful consideration of all these facts and there is not going to be any change in our stand on this question.

I shall now say a few words about the textile industry. While dealing with textiles, I shall also say a few words about the problem of the Indian textile industry as a whole. The election manifesto of our party presses us to undertake speedy measures to provide basic amenities of life to our people at reasonable prices. Recently, the supply of raw cotton has been a source of considerable concern to us. However, every possible effort has been made to augment domestic supplies by imports and also to allocate the available supplies on a rational basis.

I have also been greatly concerned about the persistent decline in the production of controlled cloth in the total output of cotton cloth in the country and the rise in prices of textiles meant for the common man. Textiles included in controlled cloth are consumed by the poorer sections of our society. The mills, however, have found production of these varieties increasingly less remunerative.

We have asked the textile industry to increase the production of these varieties on the basis of the new arrangement made. Under this arrangement, the production of controlled cloth which reached the lowest ebb of 2.6 per cent in the quarter November, 1970 to January 1971 will be stepped up to 100 million sq. metres and amounting to 20 per cent of total production during the three months beginning 1st June, 1971, and after three months this 20 per cent would go to 25 per cent. This is our understanding.

I would like to warn this industry that if this agreement is not implemented in letter as well as in spirit, Government will not hesitate to come forward with more drastic measures to ensure that a blind pursuit of the profit motive does not result in shortages of controlled cloth.

Many hon. Members, especially Shri R. S. Pandey referred to the question of sick textile mills. I can assure them that I share their concern about this vital matter, particularly in view of the effect on employment. This question has assumed serious proportions particularly because of the abnormal spirt in cotton prices, apart from the factors which operated earlier like out-dated machinery, financial imbalance and lack of management.

As Members are aware, it has been and will continue to be our policy to revive, through due procedures and as quickly as possible, as many of these units as are considered technically and economically viable. The House will be glad to know that I have recently tried to reduce the procedural delays and am trying to streamline this process. Hon. Members will also be glad to note that our objective is not merely to revive such units but also to undertake a certain measure of rehabilitation. The National Textile Corporation is engaged in examining the scope for such rehabilitation in the mills under their purview.

I would also like to share with hon. members my thinking in respect of the future of such mills. Many of these mills have such poor machinery and the need for rehabilitation and modernisation is an absolute necessity in many cases. Our experience of returning the mills to the original owners after the mills have been

[Shri L. N. Mishra]

put on their feet has not been happy. We are, therefore, proceeding on the basis of the provisions of the Cotton Textile Companies Act and in cases where we are investing public funds, we propose to take them over. My object is to ensure that the performance of these mills is improved and they are retained as public sector units.

I intend to have increasing channels of communication with the business community. The trading community has done well in pushing up the exports by 8.3 per cent this year. There is, however, plenty of scope for reducing the cost of production and increasing their efficiency. So long as the private sector continues to function in accordance with our social objectives, it will continue to occupy its due place in our economy. I would like to assure the House that I am determined to remove all unreasonable restrictions which fetter our exports. I have already taken several measures to establish close and continuous touch with the business community. A Standing Committee of the Advisory Committee on Trade has been set up which meets once a quarter, reviews the situation and discusses any policy or procedural measures which impede exports. I propose to make regular sessions with the chambers of commerce etc. to discuss mutual problems, a feature of the normal working of the Ministry. Our senior officers have already gone round the major centres of commerce and industry and met the business community. While I am prepared to give my trust to the business community, I expect understanding and co-operation from them in return. There has been a fairly loud murmur against the further nationalisation of imports in our current policy. This is the accepted policy of Government endorsed by the people, and it is not, therefore, helpful to continue to cavil at it. The Private sector must learn to live with it in a spirit of co-existence. I would seek the co-operation of the private sector in helping me to make the STC, MMTC and other public sector corporations fit instruments of public service, particularly in the field of imports.

Hon. Members must have noticed that in the current import-export policies, while we have retained the broad framework of the old policies, we have made many changes to liberalise imports to speed up the issue of licences and to remove petty irritants. We have taken several steps to liberalise imports for encouraging exports and it is my intention to pursue this policy still further. There have been complaints of long delays in the issue of licences. While some of these delays were unjustly attributed to the licensing organisation of the Chief Controller of Imports and Exports, I must admit that in some cases applications have not been disposed of with speed. We had undertaken case studies of different types of licensing, identified the factors that led to the delay in disposal and have tried to eliminate them. The CCIE organisation is going to have a firm timetable for processing the licences both for exports and imports and I see no reason why things should not improve. I am confident that the trading community will now find that they will receive more efficient and prompt service from the licensing offices. We intend to continue this process of examination at periodic intervals. I have also issued instructions that the junior officers in the Chief Controller's office should be put through short seminars so that the new spirit of positive approach animates the department.

I will conclude by saying that I was really very happy to hear the words of compliment to my Ministry. I am indeed very grateful to hon. Members for this. If I have not been able to answer all the points raised by hon. Members, I assure them that I will have them examined, and if possible write to them Government's reaction to the suggestions made by the hon. Members in the House.

SHRI R. S. PANDEY (Rajnandgaon) : He has stated that he is going to nationalise the export of traditional items. May I know whether he has included textiles in that ?

SHRI L. N. MISHRA : Textiles is a traditional item, and I do not rule it out.

MR. SPEAKER : I put the cut motions to the House.

Cut motions Nos. 1, 2, 7 to 12, 14 to 47 and 50 to 65 were put and negatived.

MR. SPEAKER : The question is :

"That the respective sums not exceeding the amounts shown in the fourth column of

the order paper be granted to the President *to complete* the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1972, in respect of the heads of demands entered in the second column thereof against Demands Nos. 33, 34, 35 and 124 relating to the Ministry of Foreign Trade."

The motion was adopted.

[*The motions for Demands for grants, which were adopted by the Lok Sabha, are reproduced below—Ed*]

DEMAND NO. 33. MINISTRY OF FOREIGN TRADE

"That a sum not exceeding Rs. 37,74,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Ministry of Foreign Trade'."

DEMAND NO. 34. FOREIGN TRADE

"That a sum not exceeding Rupees 73,44,94,000 be granted to the President *to complete* the sum necessary to defray the charge which will come in course of payment during the year ending the 31st day of March 1972, in respect of 'Foreign Trade'."

DEMAND NO. 35. OTHER REVENUE EXPENDITURE OF THE MINISTRY OF FOREIGN TRADE

"That a sum not exceeding Rupees 5,19,45,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Other Revenue Expenditure of the Ministry of Foreign Trade'."

DEMAND NO. 124. CAPITAL OUTLAY OF THE MINISTRY OF FOREIGN TRADE

"That a sum not exceeding Rupees 2, 25,87,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Capital Outlay of the Ministry of Foreign Trade'."

MINISTRY OF PETROLEUM AND CHEMICALS

MR. SPEAKER : The House will now take up discussion and voting on Demands Nos. 71 and 133 relating to the Ministry of Petroleum and Chemicals for which four hours have been allotted.

Hon. Members present in the House who are desirous of moving their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

DEMAND NO. 71. MINISTRY OF PETROLEUM AND CHEMICALS

"That a sum not exceeding Rupees 7[illegible]1,000 including the sums already voted 'on account' for the relevant services be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, inrespect of Ministry of Petroleum and Chemicals'."

DEMAND NO. 133. CAPITAL OUTLAY OF THE MINISTRY OF PETROLEUM AND CHEMICALS

MR SPEAKER : Motion moved :

"That a sum not exceeding Rupees 34,96,51,000 including the sums already voted 'on account' for the relevant services be granted to the President to defray the charges which will come in course of payment during the years ending the 31st day of March, 1972, in respect of 'Capital Outlay of the Ministry of Petroleum and Chemicals'."

How much time does the hon. Minister require for reply ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI) : About 40 minutes.

MR. SPEAKER : I will call him at 5.00 or 5.15 p.m., or even earlier if the debate is finished earlier.

13.42 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

*SHRI R. P. DAS (Krishnagar) : Sir, I am going to speak in Bengali. In the beginning of my speech, I must say that I am opposed to the Demands for Grants of this Ministry. Sir, the ex-Minister of this Ministry, Dr. T. Sen, in one of his statements said :

> "The first and foremost objective of the Government is to promote self-sufficiency and self-reliance in oil, fertilizers and petroleum."

Since there is a possibility of getting oil in about ten lakh kilometre area in our country, the hope expressed by the ex-Minister does not seem to be exaggerated. But the Government report available with us, the expected target of oil production at the end of the 4th Five Year Plan and the stations given by Shri D. R. Chavan on 13th April, 1970, in this House will show whether we are really progressing in acquiring self-sufficiency in oil or not. In 1968 we find that 16 million tons oil has been consumed in this country. In 1969, the consumption of oil was 17.4 million tons. In 1970 it was 18 4 million tons. By 1973-74, that is, at the end of the 4th Five Year Plan 26 million tons of oil will be required for our consumption. Again, according to the statement made by Shri D. R. Chavan, the requirement of oil by 1974-75 will by up to 32 to 34 million tons. By 1968, this requirement of oil will go up to 50 million tons. If the production of oil increases annually up to 2.5 million tons in the entire period of the 4th Five Year Plan, then, by 1973-74 the total production of oil may go up to 26 million tons but if we look into the report of 1970, we shall find that 18 million tons oil have been produced. But during this period, compared to the past years, in place of 2¼ million tons oil 80 thousand tons oil have been produced. So the rate of failure in oil production is 80%. If the production of oil goes at this rate, then, by 1973-74 the level of production may come to 10 million tons, and as a result of that we may have to import from outside 18 million tons oil. By 1973-74 the total requirement of oil will come to 26 to 28 million tons. Therefore, the quantum of import will gradually increase. During the current year, the quantum of import will be 12 million tons oil but by 1973-74 this import of oil is going to be increased up to 18 million tons.

Sir, it has been said in the Report that if the 10-year plan, which has been formulated by the ONGC, is implemented fully, the quantum of import of oil will gradually decrease. But the duration of this plan is from 1969 to 1979 and this plan requires Rs. 12 hundred crores for carrying out the work of exploration and production. Out of this Rs. 12 hundred crores, the Government wanted to sanction Rs. 2 hundred crores during the 4th Five-Year Plan and Rs. 8 hundred crores is required for the 5th Five-Year Plan. But it has been found that during the 4th Five-Year Plan only Rs. 181 crores have been allocated for this 10-year plan.

According to the ONGC there is no expectation of increased production of oil. By 1978-79, the production of oil is likely to be 14.5 million tons annually but the ONGC will never reach that target. Consequently, the gap between the production and consumption of oil will further increase and because of this widening gap between production and consumption we shall have to import more oil from outside. We have already said that by 1970-74 we may have to import 18 million tons oil. In 1979-80 about 30 million tons oil may have to be imported by us. In such a situation, the hope of the ex-Minister in regard to the increased production of oil and the plan of ONGC will prove a failure. The plan of the ONGC is not going to be helpful to the increased production of oil. Therefore, the circumstances will compel us to spend more foreign exchange for the import of oil.

Regarding the failure of ONGC to implement its plan it has been said that the money allocated to them during Fourth Five Year Plan, is not being given to them. Besides, about the 5th Five-Year Plan, they are totally uncertain. Because of these reasons they are unable to implement their plan fully. Of course, they say that their 10-year plan may be successful if off-shore exploration of oil is undertaken. The off-shore exploration of oil, which is going on in Cambay, had it been completed by 1970, their plan of increased production of oil would have been successful. Besides, had the drilling operation in Surma Valley been completed,

*The original speech was delivered in Bengali.

their plan targets of production would have been successful. Thirdly, it will not be out of place to say, that if the corruption and inefficiency prevalent in the ONGC are not checked firmly, it will be impossible to implement this ten year plan. Therefore, under the prevailing circumstances, it has not been possible for India to be self-reliant in the production of oil in spite of the efforts made by ONGC in that direction. Again, when adequate money has not been provided in the 4th Five Year Plan for increasing the production of oil, there is no possibility of our country becoming self-sufficient in oil.

Sir, our country has to depend upon the oil being imported by foreign oil companies. But apart from the Plan undertaken by the ONGC, we have Haldia refinery, the construction work of which was started in 1967. This refinery is to produce 2.5 million tons refined oil. But that has not yet been possible because of the non-completion of construction work. We have placed orders for machineries for this refinery with France, Rumania and other countries but we do not have any definite information about the whereabouts of those machineries Consequently, it is doubtful, whether the construction work of this refinery will be completed at the end of 1972 or not. Perhaps the construction work may complete at the end of 1974.

Sir, on the 4th July Shri Siddhartha Shanker Ray said in West Bengal that this petro-chemical complex at Haldia would provide employment to one lakh people. Perhaps he said this thing with political motive. This petro-chemical complex at Haldia will not be in a position to employ one lakh people as the construction work of it is going at a slow pace. The construction work of Durgapur fertilizer project is also going at a slow pace; so the employment prospect from this project is also dim. Secondly, the production of refined oil from the Haldia refinery will not be according to our expectation. In this connection, I would like to point out that there was a scandal of misuse of Rs. 30 crores in regard to Haldia Barauni pipeline. About this scandal we have not yet any information. I, therefore, want a categorical answer about it from the Minister.

For the last few day's we have been hearing that after 1971 there will not be any necessity for importing kerosene oil in our country. But we have not yet been self-reliant in the production of kerosene oil. In 1968 the production of kerosene oil in our country was 2.8 million tons. In 1969 it was 3.0 million tons. In 1970 it was 3.26 million tons. But our consumption of kerosene oil is 3.2 million tons. It, therefore, shows that we still have to import kerosene oil and as such it cannot be said that we have become self-sufficient in the production of kerosene oil. Under the circumstances, the price of kerosene oil has also increased. The price has increased from 58 P to 61 P and the price of lower quality kerosene oil has raised from 36 P to 39 P.

Considering the present rate of production of oil in our country and the question of importing oil from outside we can say that in the near future there is no possibility of our country becoming self-sufficient in oil production. Since there is no possibility of our country becoming self-sufficient in oil production in the near future foreign oil companies and the organisation of petroleum exporting countries (OPEC) are importing Iranian crude oil under the Tehran Agreement and under that agreement they have increased the price of petroleum. But the oil producing countries, for the sake of their own development, are imposing taxes upon these foreign oil companies. This burden of increased taxation upon the foreign oil companies is actually being borne by Indian customers. All these foreign oil companies are making huge profits and they are in a position to bear the increased taxes and increased price of oil. But ultimately it is found that the entire burden of increased price of oil is borne by our customers.

On 1-6-70 the price of light Iranian crude oil was 1.28 per barrel. On 1-6-71 it went up to 1.68 per barrel. Therefore, the total increase has been up to 40 per cent. At the same time the tanker freight rate has also increased. The tanker freight rate up to Bombay port in June 1969 was Rs. 8.52 per ton. In January 1971 it rose up to Rs. 14.40 per ton. In Madras port the freight rate in January 1969 was Rs. 14.87 per ton. In January, 1970 it rose to Rs. 30.55 per ton. Under the circumstances the Government was compelled to increase the price of oil immediately at the rate of 3 P per litre. It will, therefore, be seen that in 1971 we shall have to spend more on foreign exchange equivalent to Rs. 3.6 crores. Under the Tehran

[Shri R. P. Das]

Agreement the oil companies have already informed the Government of India that the price of oil will rise further from 1973 to 1975 and as a result of that we shall have to spend foreign exchange equivalant to Rs. 106 crores. As our country has to depend upon the foreign oil companies, we shall be losing our foreign exchange more and more. My submission, therefore, is that our country should purchase oil from the international market at competitive price. Efforts were, of course, made in that direction but they failed. If the Government make sincere efforts in this direction, some results may be achieved. Secondly, I will say that the scope of work of ONGC in regard to production an exploration should be expanded speedily. I will also want that the efficiency of ONGC should increase. The corruption prevalent there should be put down firmly and the relationship between the labour and the management in that organisation should also improve. For improved relationship between the labour and the management the Government's present attitude requires redical alteration. Unless the Government alters its present attitude towards the labour-management relationship, the condition of that organisation can in no case improve. Thirdly, I will say that the policy in regard to nationalisation of all companies should immediately be implemented by the Government. If we are to build up a socialist State, nationalisation of oil companies is inevitable.

MR. DEPUTY-SPEAKER : Please conclude now. You may send the figures to the Minister separately. Mr. Panigrahi now.

SHRI R. P. DAS : Sir, I will take two minutes more. So my submission is that the Government have failed to follow that Policy which would have made us self-sufficient in oil production. Though this Government talks of socialism and 'Garibi Hatao' yet in the sphere of our requirement of oil we are depending more and more upon foreign countries instead of attaining self-reliance. If dependence upon foreign countries for oil grows daily, socialism can never be established in this country. So saying, I conclude my speech.

DR. LAXMINARAIN PANDEY (Mandsaur) : I beg to move :

"That the Demand under the Head Ministry of Petroleum and Chemicals be reduced by Rs. 100."

[Failure to exploit the natural gas (1)].

"That the Demand under the Head 'Ministry of Petroleum and Chemicals' be reduced by Rs. 100."

[Delay in exploiting various mineral oils available in the country (2)].

Mr. DEPUTY-SPEAKER : The motions are also before the House.

14.00 hrs.

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar) : Mr. Deputy-Speaker, Sir, our country has now almost entered the second decade of development of oil industry. During these years we have achieved a great deal in spite of the obstacles put forth by the foreign oil cartels. The investment to the field of oil today amounts to about Rs. 600 crores, both private and public sector put together. The proposed investment in the Fourth Plan is another Rs. 300 crores to 400 crores, making a grand total of about Rs. 1,000 crores. One cannot say that this is a mean achievement. This is one remarkable achievement that our economy, our country and our government have made when we are trying to win the battle of our technological and economic independence from foreign countries.

After all this investment, we find that our import of crude, petroleum and its producer is increasing from one plan to another. Our refining capacity will reach 23 million tonnes by 1970-71. The target of production of indigenous crude by this time is 9 million tonnes. So far as achievement is concerned; it is about 7 million tonnes. If all possible efforts are made, we may go to 8 million or 9 million tonnes. What does it mean ? It means that after an investment of Rs. 1,000 crores in oil industry, the country will import about 15 million to 16 million tonnes of crude at a much higher price because we could not enter into agreement for 15 to 20 years as the oil industry had their refineries and they had to

import from their own sources So, naturally, we have to import from now onwards at a much higher price, which means a huge drain on our foreign exchange resources Therefore, the country needs a kind of oil policy for the seventies which takes into consideration our peculiar problems, our investments and the imponderables that face our economy The country, therefore needs an integrated fuel policy, including for oil, to meet the challenges of the seventies So, in a country where the reserve of oil is plenty like Soviet Union and Kuwait and Middle Eastern countries they need not bother about anything In Kuwait the annual royalty of oil alone comes to 200 million dollars besides the money which they received by selling oil They do not know how to spend and spending is a problem in Kuwait But, Sir, so far as this country is concerned we do not have abundant reserves of oil and I will not be incorrect in saying that after all the exploratory work—preliminary as well as seismic—we have so far come across a reserve of 126 million tonnes of oil Therefore, Sir, our reserve of oil is not as much as in other countries We have abundant resources of coal which could be used as a source of energy Therefore, we shall have to formulate the oil policy in view of the rising demand of petroleum and petroleum products and knowing fully that the oil reserve does not exceed 126 million tonnes We shall have to think and revise and formulate a new fuel policy and, therefore, to my mind we shall have to formulate a new fuel policy including the policy in respect of oil. I am quite aware that those who are in charge of this Ministry are also aware of it and are perhaps thinking how to formulate the fuel policy.

What I would like to submit is that oil is a fuel and is a feed also. Oil is a fuel so far as industries are concerned as it supplies lubricants and fuel oils to run the wheels. It is a feedstock so far as production of fertilizers is concerned. Therefore, we have to formulate policy where we shall see that the oil is used as little as possible as a fuel in the industries and it is used more for the fertilizer plants to provide the feedstock of naptha for them. We are fortunate that Nature has distributed its bounty in this country in such a manner that we have regional areas where coal is abundant and we have developed nuclear energy in those areas which are five to six hundred miles away from the coal belt and we are also developing hydel power which is also cheap. Keeping a balanced view of all these factors a rational fuel policy should be evolved. In view of this huge investment by the Government in the development of various sources of energy a balanced policy should be adopted so far as fuel is concerned With regard to thermal power stations today they need not depend too much on the fuel oils from the refineries I think the Minister will agree with me that the thermal power stations can be fired by coal Similarly even take the case for demand of diesel oil so far as running of locomotives is concerned How much of diesel oil we are importing It is good we are now trying to be little self-sufficient but, Sir, if we work out economics of this and if we run locomotives with electricity from coal well the capital cost will be more initially but in the long run the country will be benefited to a great extent and we will save fuel oil and utilise coal which is in abundance In Japan today even low-grade coal is being used but in our country even good quality coal is lying waste and its stock is enough

For fertilizer the demand for naptha can be met not only by heavy residual which is another petroleum product but also by coal In the initial years we produced so much of naptha and as there was no coordinated thinking we had to export naptha at a very low price But today it is good we came to our senses and thought of setting up of refineries to utilise our own naptha as foodstock for production of fertilisers What will happen ? There will be shortage of naptha by 1973. Therefore if we want to run all these fertilizer factories based on naptha then we shall have to import more and more crude oil so that naptha can be manufactured Naturally I say it is good thing that the Government of India has done and we also put before the Government the demand to change the policy from naptha based fertiliser plants to coal-based fertilisers plants. We have plenty of coal It is good we are now having coal-based fertiliser plants. But they are not coming up and I hope Government will look into that. Similarly, the Railways can reduce their demand of diesel and can use thermal power produced from coal. Somebody was telling me supposing a refinery if it as selling fuel oil to an industry and supplies naptha to fertiliser plant its earning may go down. It will not. It will be equal. If it sells fuel oil

[Shri Chintamani Panigrahi]

to an industry and if it sells its naptha to a fertiliser plant rather it helps in the growth of economy and conserves oil. We shall have to rationalise our fuel policy keeping in view all these considerations. Today in this country there is a great shortage of kerosene. As you know kerosene is one of the fractions of crude oil and it so happens if we want to have more of diesel or fuel oil then naturally the quantity of kerosene produced goes down and I am quite sure we are going to be a little self-sufficient in kerosene by 1973 but again there may be deficits in other petroleum products. We are not arranging the product pattern of refineries in the manner keeping in view the policy for the next ten to fifteen years. Therefore, we are suffering this year with deficit of kerosene; next year with deficit of diesel oil and naptha, etc. The heavy residue of crude should not be used for power generation and for fueling of industry where coal can be utilized. It should be used to maximise the foodstock of naptha for the production of fertilisers and intermediates for chemicals.

Now, the question is whether we will be able to meet the rising demand in the coming years of the petroleum products and petrol itself. The demand is going to increase to 45 million tonnes. Therefore, I submit let us keep this demand down to 32 million tonnes and arrange to formulate the policy in such a manner that the country's economy does not suffer and we do not go on increasing import of crude every year. We are, thereby, paying Rs. 189 crores. Today, we are paying perhaps Rs. 113 crores by importing crude. May be, it will increase to Rs. 189 crores in another 2 or 3 years if it goes on like this.

About refining technology also, it should be flexible so that it reduces the imbalance between product demand and product use. In the Estimates Committee, I had an opportunity to look into all the refineries that are working. I was sorry to find that whereas private sector oil refineries could think of what will happen in India after 5 to 10 years, our public sector refineries could not think of it. It is not our fault because the technical help that we received was such that we thought we should have to confine ourselves only to the present-day needs, not thinking of what would happen in India in another 5 to 10 years. We can go ahead again for newer technology to those countries who supplied machinery and other things. The refining technology should also be flexible and adjusted in such a way that there should be no imbalance between product demand and product use.

Take the case of Digboi Refinery. It has worked for the last 100 years or so. Still this refinery goes on. Today, it produces perhaps 75,000 tonnes or it may be less because almost all the wells have been exhausted. How does it run ? It runs most profitably. It is because it has been so designed that it manufactures 100 and odd items of petroleum products. Therefore, it gives profit. Today, our refineries are not able to manufacture more than 3 or 4 items. Bur after the Estimates Committee's recommendation, the Government has gone into the problem and the new refineries are thinking of producing more than just 3 or 4 items of petroleum products.

The hon. Minister should give attention to all these things. He has taken charge of this Ministry. I am so happy. I want him to see that the refineries should try their best and diversify their production so that they will never incur loss.

As regards the recovery of kerosene, I would ask the hon. Minister to examine it. The recovery of kerosene today is less in the refineries and it could be more if the new process of recovery is introduced in the refineries.

Today, we are spending annually about Rs. 8 crores for the import of kerosene. Therefore, I must submit before the hon. Minister that to save the kerosene demand, let them devise a policy like this. Let there be a sufficient supply of LPG or town gas or such other items which are manufactured in the country. So far as urban centres are concerned, why not see that LPG and and other items are supplied to meet the fuel needs of the urban people so that the kerosene is saved ? Today, the IOC is serving about 53 towns so far as LPG is concerned. The people want to buy LPG. But we have no cylinders. When you have no cylinders, the LPG goes waste. It is necessary that you shall have to have a programme that before 1973 you are going to achieve self-sufficiency so far as kerosene is concerned. You shall have to make a point to see that LPG reaches all the urban

centres so that the people there do not use kerosene as fuel and, naturally, the villagers get enough kerosene to use it as fuel and, thereby, you overcome the shortage of kerosene. The hoarders today are creating artificial scarcity and they are selling kerosene like anything in the black-market. I hope, thereby, they will not get any opportunity to fleece the consumer like that.

One point more I will conclude. I hope, Sir, you will not mind if I take two or three minutes more.

This again I want to mention about Oil India which is very near your State. It is a joint sector concern, 50% share-holding owned by Government of India and 50% by the former Burma Oil Co. and they have now joined together. They had the know-how earlier. They have taken the lease of more than— I am not sure of the actual area—perhaps 1503 sq. miles in different parts including your own State. What do they do? Because of the technical know-how, they know it beforehand where the oil resources are, but, they are not going to explore those areas now. They are not going to dig wells there. They will only do it bit by bit. Today they are in possession of best area of oil reserves but that they have explored only about 500 sq miles because they know oil price is going to increase. Therefore, the policy of Oil India to-day is only to bring out so much of oil as to amount to 3 million tonnes. Why should you not ask the Oil India—you have 50% shares in it—to explore all the oil possibilities so that production goes up to 5 million tonnes? The reason is that we produce 5 million tonnes, our refinery is not going to use it. That is what the Oil India is going on telling the Government every year. I think this needs a review.

To-day, why should not the IOC call for global tenders for importing crude? What is the explanation of the Ministry? The Minister says, 'We have no tankers. We cannot go for global tenders.' The little country, Kuwait, have taken the help of Japanese. They are building tankers, tankers of even 60,000 tonnes. Why should you not conceive of this idea before that a time will come when oil tankers, oil tankers of large capacity like 60,000 tonnes will be needed by the country? Why should we not think of manufacturing the oil tankers ourselves? For the next ten or twelve years we would be needing so much crude and our requirements of oil tankers is this much and we should go in for manufacturing of these tankers ourselves. Why should you not plan like that instead of hiring tankers through intermediaries and the oil cartels?

Now, I come to fertilizers. So far as fertilizer is concerned, this is another sector where we have made very heavy investment—investment of Rs. 500 crores. Sir, the more we invest, the more we import. To-day, we are importing more than Rs. 200 crores worth of fertilizers. May I submit, Sir, without meaning anything to anybody that the way the calculations are being made about our fertilizer requirements, one is inclined to suspect that it is being manipulated in such a manner that at the end of the Fourth Plan the actual gap will be 7 million tonnes. The consumption of fertilisers goes down by 18%, 22%, and 23%. Then, why are we importing more? Because, to satisfy certain vested interests. Sir, there is one company, Rahmatullah and Co. There are seme ex-Joint Secretaries of Finance and Agriculture Ministries and others in the Board of Directors of this company. Therefore, they have a vested interest to see that this company every year imports fertilizers. This is how things are happening. When we are fighting to win the battle of economic and technological independence, we are sorry that there are certain vested interests and contact men in the Ministries who are trying to sabotage our economy from within and I hope this would be investigated into and taken note of and corrected.

Next I wish to say something about the petro-chemical complex. I would urge upon the Minister that this is going to be the cornerstone of the development of India's economy, in the coming years. Regarding petro-chemical complex, in the downstream products of the refineries, the Government of India has invested Rs. 200 crores and if we can enter in the field of synthetic fibre, we could produce everything. We are importing cotton and other things to the tune of Rs. 100 crores a year and if we develop this sector we will be saving Rs. 100 crores. So, I have every reason to hope that this petro-chemical complex will be the cornerstone of India's economic progress in the coming years. I hope Government will see that this petro-chemical complex develops in Assam, Gujarat and other places and expand further.

[Shri Chintamani Panigrahi]

Off-shore drilling needs to be expedited. This matter should be looked into in detail. Everything is not well with the ONGC. It should be streamlined and improved. I am sorry I have no time. The ONGC should take up surveys in Orissa so far as oil finds are concerned and seismic surveys in Chilka offshore areas and in Mahanadi basis. The work should be re-started and I am sure there are rich finds there. I hope Government will consider all the suggestions which I have made. I support the Demands.

SHRI INDRAJIT GUPTA (Alipore): I will confine my remarks to only one subject as I do not have much time. I wish this Minister well in the new office he has assumed. I would like to see him show some courage and boldness to clean up some of the mess he has inherited from some of his predecessors.

I wish to focus his attention particularly on one matter about which I am sure he knows sufficiently because it was one of the big scandals exposed in Parliament and the Public Undertakings Committee, in its famous 66th Report that is about the Haldia-Barauni Pipeline scandal. I am citing this as an illustration; there are many other similar scandals going on I hope some other Members will have time to refer to some of them.

I am sorry to say that as a result of this the Petroleum and Chemicals Ministry and some of the undertakings coming within the sphere of the Petroleum and Chemicals are fast acquiring a very unsavoury public reputation. I hope the Minister who is young and energetic and has come new to this responsibility will have courage to try to clean up some of the cesspools of corruption which are alleged to have collected here.

He knows, but I will remind him for his benefit, that it was in January, 1963, very shortly after the clash with China that the Union Cabinet decided as an emergency measure, in the event of the eastern part of the country and Assam being endangered that it was necessary to build an oil pipeline from Haldia to feed the refinery at Barauni and that it should be of the capacity of 3 million tonnes. This was looked upon as an emergency measure. That was the concept behind it. I am sorry to say that even today, nearly eight and a half years after that decision was taken, the position is that pipeline was found to have been laid in a certain area across the coalfields, across the coal mines, in such a way as would endanger the safety both of the coal mines and of the pipeline itself. Secondly, although a very huge amount of money in foreign exchange was spent for the technological advice and know-how of certain private foreign firms abroad such as the Bechtels of the USA and the SNAM of Italy, it was found later that the pipeline which was actually designed and constructed had a capacity not of 3 million tonnes as the Government had wanted but something less than that, perhaps 2 million tonnes. Even now, in the Asansol coalfield area, between Andal and Salanpur where the alignment of this pipeline goes, there are underground fires raging in certain disused coal mines, and a large part of the surface of the ground there has subsided. This is the place where the pipeline has been laid after expert advice and survey. It has been calculated that if a realignment is to be made, and if the pipe has to be removed from that danger zone and laid in a new area and a detour has to be made, a realignment of some 97 Km. will cost an additional Rs. 2 crores at least. This is what has happened very briefly.

It was brought to light by the 65th report of the Public Undertakings Committee which passed very severe strictures against the top officials who were responsible for these negotiations and for concluding these contracts with the foreign experts. The Committee recommended to Government that an immediate inquiry should be held and the officers who were found responsible for such grave dereliction of duty and for collusion—I studiedly use this expression, because it is used by the Public Undertakings Committee—in malpractices and corrupt practices should not be allowed to get away.

I do not want to go into the rest of the history. Subsequently, as you know, Sir, according to our rules, within six months of the submission of the Public Undertaking Committee's report, an action-taken-report is supposed to be submitted by the undertaking concerned, indicating what action they have taken on the findings of the Public Undertakings Committee. In this case, the undertaking concerned was the IOC, and action-taken-report was supposed to have been submitted by the 30th October, 1970, that is, last year. So, it was submitted.

But I learn on good authority that the directors' board of the Indian Oil Corporation never discussed this action-taken-report before it was submitted. They never saw it ; they never discussed it, and only after the report had been sent to the Public Undertakings Committee, the directors' board of the IOC was asked to give its *post-facto* concurrence, which the director's board refused to do. It has not given its approval but has simply noted the fact that an action-taken-report had been sent. I am bringing this to the Minister's notice so that he may please look into it, a type of irregularity which is still continuing.

Now, as everybody knows, Mr. Justice Thakru, a retired judge of the Allahabad High Court had been appointed last year as an one-man commission to go into these specific charges and allegations. That commission is sitting at present.

The first point that I would like to mention here is that I am one of these M.P.'s who consider themselves fortunate to have been associated at various times with this issue when it was taken up in this House, and there were some 40 members of Parliament who had jointly submitted a memorandum to the Prime Minister, demanding that those high officials should be brought to book, an inquiry should be held into their conduct and punishment given to those who were found guilty.

Here when this Thakru Commission, which is a public commission of inquiry, is sitting in Delhi, I for one am a person quite interested to go there sometimes and watch the proceedings, but I find it extremely difficult to do so because the premises allotted to the Commission are somewhere beyond the Kutab Minar, in some place called Vijay Mandal or something like that. Apparently in the whole of Delhi City a house could not be found to house this Commission; some place has been found beyond the Kutab, 15—20 kms. away from the city. Naturally I or any other member of the public would ordinarily not be in a position even to go there, even if he be interested, apart from the fact that Shri Sethi's Government has recently put up the price of petrol.

The strange thing is that when the Commission was appointed, as usually happens, the Ministry of Works and Housing was asked to find premises for it but they could not do so in Delhi city. The strangest thing of all is that at that time the Secretary of the Works and Housing Ministry happened to be the same individual who previously was in the Petroleum Ministry and is the main accused in these proceedings—by that time he had shifted to the Works and Housing Ministry. I am told he wrote back saying 'I am very sorry, Government cannot find any house for the Commission. We may try for some privately-owned house'. Then a privately-owned house was also recommended by the Works and Housing Ministry. This was beyond the Kutab Minar and it was at a rent of Rs. 1,800 per month. The owner of that house was also the Building Adviser of the Works and Housing Ministry and therefore a subordinate of Shri Nayak's. I am told that the actual site where the building is situated was the place from where in the olden days Mohammed Tughlak used to rule Delhi. This is all a very strange coincidence of factors. I am told the Judge himself is most dissatisfied with the very cramped space where in that court-room hardly 15-20 people could sit and there are no toilet facilities or anything of the kind.

However, the main question I would put to the Minister is who is representing the Government of India before this Commission. Is there anybody ? Two lawyers have been appointed by the IOC as their counsel, one of whom, incidentally happens to be the son-in-law of our present Law Minister—does not matter.

SHRI VIKRAM CHAND MAHAJAN (Kangra) : The son-in-law is also entitled to practise his profession.

SHRI INDRAJIT GUPTA : No objection, but whether in an inquiry into a public national scandal it would be desirable for he and his party to decide. I do not know what norms the ruling party has in such matters. Nobody grudges him doing this work elsewhere.

What is troubling me—which is why I am raising the point—is that in this whole affair the Government of India seem to be speaking with two voices. They seem to have a split personality. Government took a decision—on which I must congratulate it—to suspend Shri Nayak. He was about to retire, and according to ICS rules, no action could be taken against an officer who has retired. Here Government

[Shri Indrajit Gupta]

did take appropriate steps to see that the rule could be amended in such a way that he was suspended before he could retire. He is now under suspension pending this inquiry. So far so good. Shri Nayak challenged the suspension order before the Delhi High Court. The Government of India, through Shri Niren De, appeared in these proceedings. I have with me the affidavit and other papers—they are all public property. The Government of India clearly contested Shri Nayak's arguments there and pointed that Mr. Justice Thakru had been called upon to make a preliminary investigation into the charges against Shri Nayak and to find out whether there was any *prima facie* case. In fact, in his preliminary investigation he had found that Shri Nayak was guilty of 12 at least out of the 14 counts. Therefore, the Government of India contested his challenging of the suspension, and the suspension was upheld, but now when the Thakru Commission's proceedings are going on, I would like to know who is representing the Government of India there.

The IOC and the Petroleum and Chemicals Ministry are represented by counsel, but from what I hear and what I read in the newspapers, because the press is also covering the proceedings, the Ministry through its counsel and the IOC through its counsel are trying to act here as people who are defending Mr. Nayak, they are trying to whitewash the case. I make this charge in all seriousness. But who is the counsel there who will assist Mr. Thakru on behalf of the Government of India in presenting all the facts? There is no such counsel.

So, when it comes to the Delhi High Court going into the question of the suspension of Mr. Nayak, the Government of India correctly was represented by Mr. Niren De and they contested that case, but when the real enquiry begins before Mr. Justice Thakru, there is nobody to represent the Government of India. So, is the Government of India a separate entity from the Ministry of Petroleum and Chemicals, I would like to know.

The affidavit sworn in the Delhi High Court specifically says that in the preliminary investigation he has been found guilty on 12 out of 14 counts, and before Mr. Thakru the Ministry is trying to defend him. The newspapers say that all sorts of obstructions have been created. Privilege has been pleaded when the question of inspection of documents came before the court. It was the Ministry which pleaded privilege and said that they could not be inspected. That was overruled. A file was called for and it was submitted, but the file submitted was later found to be a dummy file and not a genuine file. What is all this that is going on?

Therefore, I would like the Minister to go into all these things and see that the Commission is treated with all the proper respect that it deserves. This is a very serious matter involving crores of rupees of this country's money.

I would also remind him that the same Public Undertakings Committee in a subsequent report went into the findings of Mr. Nittoor Srinivasa Rao. It was another enquiry set up in between. The curious thing was that he retired in the middle of the enquiry. He was the Central Vigilance Commissioner. After his retirement, when he was no longer in Government employment, in his private personal capacity he was persuaded by the same top officials of the Ministry to continue with the enquiry. He continued with the enquiry, and the Public Undertakings Committee, in Chapter VIII of its report, has dismissed his findings as being not worth considering. I may also bring this to the notice of the Minister, he may look into it later. I am told that the expenditure account for this Nittoor Srinivasa Rao enquiry which has been submitted, claiming that it costs Rs. 70,000, is not correct at all. Much more than that has been spent. And in the items of expenditure you will find even an item of Rs. 7,000 as bills for whisky consumed. Who the lucky consumers of it were, of course I do not know, but that can be found out.

In conclusion, I am making three requests to the Minister. The first is that pending this enquiry, the present Chairman of the IOC must also be transferred. He is one of the people accused. He continues to be the Chairman of the Indian Oil Corporation, Mr. Kashyap. I think there is no harm in mentioning his name because the names are

mentioned plentifully in the Public Undertaking Committee's Report. He himself has been held by the Public Undertakings Committee to be guilty of this, that he had a self-appointed sub-committee within the Corporation to look into his own conduct in his dealings with the Italian firm of SNAM.

He is now continuing as Chairman of the IOC while this enquiry is going on. In the interest of justice and impartiality and fair investigation, I should demand that at least pending this enquiry Mr. Kashyap must be transferred from the post of Chairman of IOC. It is a very sad day when all these top ICS officials should be involved in such dealings. There was a time when, whatever else one might think of the ICS—I do not think very much of them, any way—they were certainly above this kind of thing. I do not know where the country has come to now.

Secondly, will he please consider the enlargement of the terms of reference of the Thakru Committee's investigation to include this question: whether the enquiry made by Mr. Nettur Srinivasa Rao after his retirement in his personal private capacity was *mala fide* or not. How could he go on with the enquiry? Who was responsible for that?

My third request to him is this. Please try to find some new accommodation for Mr. Thakru. Why should he sit in some place of Muhammad-bin Tughlak's time, beyond Kutub-Minar, with no toilet facilities, no place for sitting? Surely with all its vast resources the Government can find him some accommodation somewhere, a little more centrally situated. What is the use of having a public enquiry if the public cannot go to that place. I am interested in going but I cannot.

I shall sit down after referring to one other point. I am told that there is likely to be a public agitation in Kerala soon. I do not know whether it is correct or not; he can tell me. It seems that the Kerala Government and the Kerala public have been told that they could not have a petro-chemical complex around Cochin because of the shortage of naphtha. I am told that they have suddenly discovered that naphtha is being shipped out of Kerala to some other State. If naphtha is there, it is there; if it is not there, it is not there. But if they are told that there is shortage of naphtha and if they find that their own naphtha is sent somewhere else, it is likely to cause public discontent which may lead to an agitation. He should look into it.

श्री सतपाल कपूर (पटियाला) : मिस्टर डिप्टी स्पीकर सर, मैं पेट्रोलियम और कैमिकल मिनिस्ट्री की डिमान्ड्स को सपोर्ट करने के लिए खड़ा हुआ हूं। अब तक इस मिनिस्ट्री ने और ओ० एन० जी० सी० ने जो काम किया है, अगर हम उन तमाम वाक्यों की तरफ ध्यान दें तो बहुत टाइम की जरूरत पड़ेगी। इसलिए मैं कुछ प्वाइन्ट्स ही आप की खिदमत में रखना चाहता हूं। मैं एक बात साफ कर देना चाहता हूं कि जितने स्कैन्डल्स, जितनी इंक्वायरीज और जितने झगड़ों का मिस्टर इन्द्रजीत गुप्त ने जिक्र किया है और जो बातें मैं बताना चाहता हूं इस सिलसिले में, उनका ताल्लुक मि० पी० सी० सेठी या मि० दलबीर सिंह से नहीं है क्योंकि वे लोग अभी कुछ दिन पहले ही इस मिनिस्ट्री में आए हैं।

एक माननीय सदस्य : कल चले जाएंगे।

श्री सतपाल कपूर : कल चले जाएंगे या नहीं, यह बात नहीं कही जा सकती। मैं इस बात को कह रहा हूं कि मि० सेठी और मि० दलबीर सिंह दोनों बहुत एफीशियेन्ट हैं। मैं इस समय इस मिनिस्ट्री और ओ० एन० जी० सी० के जितने यूनिट्स हैं, उनकी तरफ नहीं जा सकता लेकिन एक दो यूनिट की तरफ ही आपका ध्यान दिलाना चाहता हूं और इस आशा के साथ कि मि० सेठी और मि० दलबीर सिंह, इस मिनिस्ट्री में जो कुछ हो रहा है, उसको ठीक करने में मदद करेंगे और हम लोग भी उनकी इस काम में मदद करेंगे। मैं तो यह कहूंगा कि वे इस मिनिस्ट्री को कन्ट्रोल करने में बहुत कामयाब हुए हैं। अब तक जितने लोग इस मिनिस्ट्री को कन्ट्रोल करते रहे हैं, उनके कामों की ज्यादा चर्चा मैं नहीं करना चाहता, लेकिन मैं इतना जरूर कहना चाहता हूं कि 1962 से लेकर 1966 तक हमारे देश में एक संकट का पीरियड रहा है जबकि चीन ने हमला किया और पाकिस्तान के साथ जंग हुई

[श्री सतपाल कपूर]

और इस संशेसनल पीरियड में हमारे ओ० एन० जी० सी० के अफसरों ने अपने पर्सनल बेनीफिट के लिए, अपने प्रोफिट के लिए किस तरह से अन्डर-हैंड तरीके अख्तियार किये, उस तरफ आपका ध्यान दिलाना चाहता हूं।

श्री गुप्त ने आई०सी०एस० आफिसर्स का जिक्र किया है। जहां तक इस डिपार्टमेंट का सम्बन्ध है जो चेयरमैन और सेक्रेटरी इस डिपार्टमेंट में रहे हैं, आई सी एस आफिसर्स रहे है उनका रोल काबिले जिक्र ही नही बल्कि काबिले मजमत है। यहां पर स्कैंडल्ज की कहानी शुरू होती है। मैं इन स्कैंडल्ज को आफिशल रिकार्ड्स के आधार पर आपको बता रहा हूं। जो देहरादून का स्टोर है उसके हिसाब किताब में आडिट ने 4 करोड़ 11 लाख 992 रुपये की गड़बड़ी बताई है। वहां जो मैटीरियल है उसमें आडिट वालों ने 4 करोड़ 11 लाख 992 रुपये का स्कैंडल प्वाइंट आउट किया है। इसी तरह से 1962-63 में नम्बर आफ स्केडल्ज मे उन्होने एस्टीमेट किया है कि 1 लाख 97 हजार की गड़बड़ी हुई है। 63,300—damage due to the misuse of the machinery छोटी मोटी फिगर्ज तो हजारों में है।

1962-63 मे दस करोड़ रुपये के बारे में आडिट ने आबजेक्शन किए हैं और बताया है कि स्टोर के हिसाब में सामान नही मिल रहा है। इसी तरह से 2 लाख 60 हजार रुपया बतौर डैमरेज के इस वास्ते दिया गया कि जो सामान मंगाया गया था उसको वक्त पर छुड़ाया नहीं गया। इस तरह की और भी कितनी ही कहानिया हैं जो मेरे पास हैं और ये जो तमाम डिटेल्ज हैं, इनको मैं मिनिस्टर साहब की खिदमत में पेश कर दूंगा। एक जीप थी जिसको सिक्योरिटी आफिसर पाकिस्तान ले गया और उस जीप में पे का भी बैग था और उसको भी वह साथ ले गया।

मालूम ऐसा होता है कि ओ०एन०जी०सी० की कुछ ऐसी प्रेक्टिस रही है कि हर बात को दबा कर रखा जाए, कुचल कर रखा जाय, कोई चीज बाहर निकलने न पाए। जो आडिट आबजैक्शंज होती हैं उनको मीट करने का हमारे आई०सी०एस० आफिसर्स ने एक तरीका निकाला। आडिट डिपार्टमेंट का एक आफिसर था श्री एस० बी० काबरा। उसको उन्होंने एटेम्प्ट किया ओर कहा कि आप परमानेंटली अपना डिपार्टमेंट छोड़ कर हमारे पास आ जाओ और उसको उसमें एबजार्ब कर लिया जायगा। पहले तो उस आफिसर ने डैपुटेशन पर जाने की रिक्वेस्ट की लेकिन डिपार्टमेंट ने उसको एलाउ नही किया, आडिटर जनरल आफ इंडिया ने एलाउ नही किया। उसके बाद उस आफिसर ने वहा से रिजाइन किया और उसको ओ०एन०जी०सी० में एबजार्ब कर लिया गया। इसके बारे में आडिटर जनरल आफ इंडिया ने अपने कमेंट्स दिए जो आफिशल फाइल पर है। उन कमेंट्स में उन्होंने लिखा है :

"It is trading of the profession for achieving a personal gain."

आज वह वहां पर फाइनेशल एडवाइजर है।

श्री गुप्त ने इटैलियन फर्म का जिक्र किया है। वह दुरुस्त बात है। पांच करोड़ का हमने उनसे कांट्रैक्ट किया। कांट्रैक्ट पूरा नहीं हुआ, उन्होंने काम पूरा नहीं किया। हमें उनसे पांच कुएं बनवाने थे। उन्होंने दो बनाए। 34 महीनों में उन्हें काम करना था। 26 महीनों में उन्होंने दो कुएं बनाए और बाकी काम नहीं किया। लेकिन फिर भी हमने उनको पूरा पैसा दे दिया। समझ मे नहीं आता है कि क्यों और किस खुशी में ऐसा किया गया। जब उन्होंने काम पूरा नहीं किया तो उन पर जुर्माना करना चाहिये था लेकिन उन पर मेहरबानी कर दी गई और पूरा पैसा अदा कर दिया गया। यह आटोनोमस बाडी है और कोई इसको चैलेंज नहीं कर सकता है, कुछ कह नहीं सकता है—

श्री के० एन० तिवारी (बेतिया) : तभी आप मांग करते हैं कि सबको आटोनोमी की जाए ?

श्री सतपाल कपूर : वह तो ठीक है लेकिन मिसयूज को रोकना भी हमारा काम है। मिसयूज को कनफर्म करना हमारा काम नही है।

श्री अटल बिहारी वाजपेयी (ग्वालियर) : नेकी कर कुएं में डाल।

श्री सतपाल कपूर : इटैलियन फर्म हो या अमरीकन, इटली हो या अमरीका, आपको हमदर्दी हो ही जाती है।

उपाध्यक्ष महोदय, आप यह भी देखें कि इटैलियन फर्म को जब कांट्रैक्ट दिया गया तो कोई ग्लोबल टेंडर भी काल नही किये गए।

अब तक प्रैक्टिस यह रही है कि अगर कोई कांट्रैक्टर ठीक काम नही करता है तो उसको अगर पेमेंट कर दी जाती है तो अगली बार उसको काल नही किया जाता है। लेकिन यहां यह हुआ है कि पांच करोड़ की पेमेंट देने के बाद पांच करोड़ का उसी कांट्रैक्टर को और कांट्रैक्ट दे दिया गया अगले साल वह काम भी जब नही हुआ, उसने काम नही किया तो पेमेंट भी उसको कर दिया गया। इस तरह से उसको एक चांस और दे दिया गया। अब एक चांस उसको और न दे दिया जाए, इसका मुझे खतरा है। जो देना था वह तो दे दिया लेकिन आगे उसको और कांट्रैक्ट न दे दिया जाए, इसका मुझे खतरा है।

ड्रिलिंग के लिए हमने एक रिग खरीदी 75 लाख रुपये की। उसकी रिपेयर पर हमने दो करोड़ रुपया खर्च कर दिया। अब आप देखें कि लोग इतना टैक्स देते हैं और क्या यह वाजिब है कि उस टैक्स से जो रुपया आपको आता है उसको इस तरह से आप मिसयूज होने दें। ऐसा अगर होता रहा तब तो इसका मतलब यह होगा कि पब्लिक सेक्टर को डेस्ट्राय कर दिया जाए। इस तरह से तो पब्लिक अंडरटेकिंग्ज फेल ही होंगे। पार्लियामेंट की जो पब्लिक अंडरटेकिंग्ज कमेटी है उसने अपनी रिपोर्ट में इसका जिक्र किया है।

एक फ्रांसीसी फर्म को दो करोड़ रुपये का बगैर ग्लोबल टेंडर काल किए हुए एक कांट्रैक्ट दे दिया गया। उस फर्म को हमको साढ़े बारह लाख रुपया बतौर हरजाने के देना पड़ा क्योंकि हम वक्त पर एग्रीमेंट साइन नही कर सके।

ओ०एन०जी०सी० में ऐसा मालूम होता है कि यह प्रैक्टिस है कि कोई भी काम रुपी पेमेंट वाली कंट्रीज को न दिया जाए, हार्ड करेंसी वाली कंट्रीज को ही दिया जाए। मुझे ऐसा नजर आता है कि अगर रुपी पेमेंट वाली कंट्रीज को कोई काम दिया जाएगा तो वह रुपया एडजस्ट हो जाएगा और जो लोग इन टेंडर देने वालो के साथ ढील करेंगे उनको परसनल बेनीफिट कुछ नहीं होगा। यूगोस्लाविया को एक भी टेंडर हमने नही दिया, कुछ फैसिलिटीज नहीं दी। जिनने टेंडर हमने दिये, जितने कांट्रैक्ट दिये ग्लोबल टेंडर काल किए बगैर दिये और सब हार्ड करेंसी कंट्रीज की फर्मों को, इटैलियन, अमरीकन फर्मों को दिये। परपज साफ है। वह रुपया हमारे अफसरों को बाहर का बाहर मिल जाता है और बाहर जमा हो जाता है। मै आल सीरियसनैस के साथ यह बात कह रहा हू। सारे मामले की आप इनक्वायरी कराएं तो सभी बातें निकल कर बाहर आ सकती है।

हमारे यहा बडा प्रोपेगैंडा किया गया गुजरात के बारे में कि ब्लैक गोल्ड वहां निकाला गया है। .....(व्यवधान) ..... 6 करोड़ रुपया हमने गुजरात मे खर्च किया एलीबेथ के एरिया में और बहुत प्रोपेगैंडा किया गया। उस 6 करोड़ रुपये का लास हुआ और सब काम बन्द हो गया। या तो काम जारी रखते तो बात समझ में आ सकती थी। लेकिन काम बन्द हो गया और 6 करोड़ रुपया हमारा गया।

फिर हमने कहा कि हमारे पास पूरा सामान नहीं है। 15 करोड़ रुपये का हमने जापान से एक जहाज मंगाया ड्रिलिंग के लिए। वर्ल्ड की कोई बीमा कम्पनी उसका बीमा करने के लिए तैयार नहीं है। उस जहाज से काम लेने के लिए अब

[श्री सतपाल कपूर]

पांच छोटे जहाज और चार करोड रुपये के बनाये जा रहे हैं ताकि उस जहाज की जो ड्रिलिंग मशीन वगैरह फिट होगी उनको कट्रोल कर सके। उसके लिए पांच और छोटे जहाज बनाए जा रहे हैं जिन पर 4 करोड रुपया खर्च होगा। उनका भी कोई बीमा करने के लिए मेरे ख्याल से तैयार नही होगा।

4 करोड रुपया जेकोस्लोवाकिया के पाइप के सम्बन्ध में जिसका जिक्र हो रहा है वह भी इसमें आया। एन्क्वायरी हो रही है।

1 करोड रुपया हमने बर्मा शेल से कम वसूल किया क्योकि हमने क्रूड आयल उनको ज्यादा दे दिया। हम अपने हिसाब किताब मे दर्ज कम किए। मिस्टर सेठी इसकी इन्क्वायरी करेंगे, बडे बडे अफसर इसमे फसेंगे। यह 1 करोड रुपया हमने कम वसूल क्यो किया? वह आडिट का आब्जेक्शन है। बाकी अभी आडिट की रिपोर्ट मिली नही है। एस०ओ० के बारे मे जो आडिट की रिपोर्ट है वह अभी मिली नही है।

मिस्टर इन्द्रजीत गुप्ता ने ठकरू कमीशन की बात कही और उसकी एन्क्वायरी के तमाम ऐगिल यहां पर बताए। लेकिन वह एन्क्वायरी तो अब बिलकुल खत्म होने की बात आ गई क्योंकि इस मिनिस्ट्री के सेक्रेटरी मिस्टर बी मुकर्जी ने यह कह दिया कि यह जो डाक्यूमेंट्स इस एन्क्वायरी मे आए वह तमाम प्रिविलेज्ड डाक्यूमेंट्स है। हम दे नही सकते। इस एन्क्वायरी से हमें बडी उम्मीद थी कि इस एन्क्वायरी में बहुत सारी बाते आएंगी और बड़े बड़े लोग इसमें फसेंगे लेकिन एक तरफ मिनिस्ट्री एन्क्वायरी करती है और दूसरी तरफ मिनिस्ट्री के सेक्रेटरी उसको सैबोटेज करते हैं। यह डबलरोल हम फेस कर रहे हैं।

15.00 hrs.

पब्लिक अंडरटेकिंग्स कमेटी और पब्लिक एकाउंट्स कमेटी ने इन तमाम बातों पर अपने स्ट्रिक्चर्स दिए हैं। टाइम ज्यादा नही है। अब मै आखिर में इम्मीडिएट जो बात चाहता हूं इस मिनिस्ट्री की प्राबलम्स को साल्व करने के लिए वह तीन चार बातें कहना चाहता हूं जो कि बहुत जरूरी है। इम्मीडिएट। तो श्री बी० मुकर्जी, श्री एम०बी० राजवाडे, श्री बी०एस० नेगी, चेयरमैन ओ०एन०जी०सी०, ब्रिगेडियर एस सी व्यास, एल० जे० जानसन, एस०वी० काबड़ा और एन० एन० केशव यह जितने आफिसर हैं इनको सबको सस्पेंड कीजिए। रिमूवल से या ट्रांसफर से परपज सर्व नही होगा। सस्पेंशन के बाद फिर आप जूडिशियल कमीशन बनाइए और वह जूडिशियल कमीशन इन तमाम बातों की जूडिशियल एन्क्वायरी करके कोई हल निकाले, जो जो मुलजिमान है उनको पकडे, तब जाकर वह मामला साल्व होगा। इम्मीडिएटली मैं यह चाहता हूं। जो फॉरिन तेल कम्पनीज है उनको नेशनलाईज किया जाये।

*SHRI C CHITTIBABU (Chingleput): Mr. Deputy Speaker, Sir, I am grateful to you for giving me an opportunity to participate in the discussion on the Demands for Grants of the Ministry of Petroleum and Chemicals.

Before I proceed further with my speech, I would like to point out that only two days back the Annual Report of the Ministry of Petroleum and Chemicals was distributed to the Members of this House. I am surprised to find in the first paragraph of the Introduction to this Report that Shri D. R. Chavan is the Minister of State in this Ministry. It is not beyond the capacity of the coterie of officials in this Ministry to add a corrigendum stating that Shri P. C. Sethi is the present Minister of Petroleum and Chemicals. I am firmly of the view that this omission on the part of Officers is deliberate and they are cock-sure that they can get away with whatever statements they choose to make in such a Report presented to the Lok Sabha. It is not merely that discourtesy has been shown to the Minister here. Similar treatment was meted out to no less a person than the Chief Minister of Tamil Nadu, Kalaignar Karunanidhi. About 18 months ago, the highest dignitary of the State was not

*The original speech was delivered in Tamil.

shown the elementry courtesy of being invited to the inaugural function of Manali Refinery near Madras. This is not an isolated incident. Recently twenty days back, when Shri C. Subramaniam presided over the inauguration of C. S. I. R. building complex at Adayar in Madras, again the same sordid story was repeated. It is not just a slip, but it is the result of bureaucratic prejudices. I would even go to the extent of stating that these were signs of bureaucratic overlordism and high-handedness. I would request the hon. Minister to issue directives to the undertakings under the aiges of his Ministry that such graceless behaviour and gruesome despotism on the part of officers will not be tolerated in future.

It is stated in the Report that the delay in the completion of the outer harbour project of Madras Port has greatly increased the cost of freight of transport of crude to the Madras Refinery, thereby effecting the economics of the refinery adversely. I would suggest that the hon. Minister should use his good offices with the Ministry of Transport and Shipping and see that the Madras outer harbour project is completed soon so that the Refinery does not undergo available losses.

Similarly, the Madras Fertilizer Factory was incorporated in December, 1966, but the project has not been completed within the target date. Commercial production is expected to commence in October 1971. One of the reasons advanced for the delay in completion is labour strikes. I would like the hon. Minister to examine this question earnestly and immediately and see that the project starts functioning at the earliest. When we import every year huge quantities of fertilizers, it is necessary that the projects undertaken within the country are completed on time.

The Indian Drugs and Pharmaceuticals Ltd. was incorporated in April 1961 and after a decade the gross sales turn-over has gone up to 11.60 crores of rupees. Before we start deriving a little consolation, we are confronted with the fact that the working results are likely to show a loss of around Rs. 7 crores. But a rosy picture is painted that the undertaking would break-even in its operations towards the end of 1971-72. This sort of complacency goes beyond the comprehension of even a gullible person like me. I do not know how to reconcile these two conflicting statements.

If you make even a cursory analysis of the causes you will find that there are many shortcomings inherent in the set-up. For example, after six years of its inception the Surgical Instruments Plant at Madras, the sales of this unit are a mere pittance of 47 lakhs of rupees. We see that this unit has received orders only from the U.S.S.R. and no other country seems to be interested in the medical instruments manufactured by this unit. Many a time we have seen reports in the Press that the machinery installed in this Unit is outdated and no modern instruments can be processed by it. The Public Undertakings Committee of Parliament have gone into this question and made some significant recommendations. I would suggest that the Ministry should examine these recommendations in all seriousness and implement them vigorously so that this unit becomes a profitable one.

Every year we find that our import bill on crude oil is mounting up and it has gone up now to Rs. 133 crores. I do not know for how long we will be in a position to waste our precious foreign exchange. We should be enlightened by the hon. Minister as to the steps taken by the Ministry for achieving self-sufficiency in our crude oil requirement.

The Tamil Nadu Government have acquired 6000 acres of land at Tuticorin with the noble intention of industrialising this backward area, by setting up several units for the manufacture of cement, chemicals, and fertilizer. You are aware, Sir, that the port of Tuticorin is being developed into a major port. If we want to industrialise this area, then coal, the essential ingredient, has to come over a long distance from Bengal. If the Centre establishes a Refinery Unit at Tuticorin, the fuel requirement of the industries can be met by the oil produced in the Refinery.

The Tamil Nadu Government, after realising the future requirements of the State for sound economic growth, have been urging the establishment of a Petro-Chemical Complex at Manali. The Engineers India Ltd., entrusted with the work of economics of the complex have prepared a feasibility report also. The feasibility report reveals that favourable conditions exist for the setting up of this complex. But the Government here seems to be oblivious of the importance of such a complex at Manali. I would appeal to the hon. Minister to initiate immediate action in this regard.

[Shri C. Chittibabu]

As early as May 1970, the Tamil Nadu Government sought the clearance from the Central Government for the establishment of a Naphtha Cracker unit. When we are importing 5½ lakh tonnes of Naphtha annually, this proposal, which is pending before the Government here, assumes greater urgency. If permission is not given to set up this unit, the co-sponsors of this project, the I.C.I. (P) Ltd. have threatened to go to Singapore for this purpose. I would request the hon. Minister to look into this proposal and do the needful. Yet another proposal awaiting clearance from the Central Government relates to the setting up of a Nylon Factory in Tamil Nadu. This also requires the immediate attention of the hon. Minister.

Mr. Deputy Speaker, Sir, the long coast line of Tamil Nadu has not yet been tapped for locating oil and no off-shore drilling programme has been undertaken though the possibilities of finding oil underneath the sea are great. The exploration of oil in the Cauvery Basin has been attempted in a half-hearted manner. I would demand of the hon. Minister that he should spare no efforts to tap the vast underground wealth.

Instead of oil, a murky stream of malpractices is meandering its way through the Oil and Natural Gas Commission. Recently, the country was rocked by the scandalous misappropriation of Rs. 50 lakhs. I would urge that a Commission of Inquiry should be set up to go into the shady deals of O. N. G. C. The Public Accounts Committee have made caustic comments and suggested certain remedial measures. If the Government fail to implement them, the people of the country will lose their implicit faith in the good intentions of the Government. Just as many State Governments fell like a pack of cards, the same fate will overtake the Centre also once the malpractices in the governmental institutions go unchecked.

In conclusion, I would request the hon. Minister to expedite the issuance of clearance to the schemes of the Tamil Nadu Government. I begin to doubt whether the Officers here have no time to attend to this work or they have no mind to devote. The Central Government should give its concurrence to the proposal of the Tamil Nadu Government for setting up a petro-chemical complex.

I have confidence in the ability of Shri Sethi, a young man of verve and versatility. I am sure he will bend his energy to clear the Augean stables in his Ministry. I request him to bestow his personal attention to the clearance of schemes proposed by Tamil Nadu Government.

With these few words, I conclude.

SHRI B. V. NAIK (Kanara): Mr. Deputy-Speaker, Sir, I support the Demands for Grants that have been placed before the House by the Ministry of Petroleum and Chemicals.

In the administrative Report that has been presented by the Ministry, particularly, in the section of chemicals, I did a sort of home-work regarding production capacity *viz* the actual production. I found to my surprise that in almost everyone of the 194 cases of varying types of chemicals, their installed capacity far out-strips the actual production. I also found to my surprise that the only commodity in which our installed capacity exceeds our actual production, and unless it is a sort of a printing error, it looks to me that our actual production is 300 % our installed capacity of 2000 kg per annum. What should that commodity be? It is opium alcaloid It looks very ironical that this country, in spite of all its chemicals, semi-chemicals and all the rest, is good enough only in producing a sort of a hallucinatory drug. Therefore, I would like to draw the attention of the hon. Minister for Petroleum and Chemicals that the existing utilisation of our installed capacity, whether it be fertilisers or chemicals or any other sector of our production, both in the public as well as the private sector, is wofully low. I hope the Ministry will look into these figures and try to find out why our production of sulphur is low, and why our production of sulphuric acid is low and, therefore, why our super-phosphate production is low, and whether the cause is only raw materials. I think unless and until we have done a thorough investigation as to the reasons we will not find a solution. In regard to over production of opium alcaloid whether this has anything to do with the international racket of these drugs and the reason as to why we are

producing 6304 kg with an installed capacity of 2000 kgs. If this investigation is done, it would be a great thing.

Then, I am coming to the next item which inspired me to come to this subject relating to chemicals. In the State of Mysore, in my constituency of North Kanara a letter of intent has been given to one of the monopoly houses, M/s Karam Chand Thapar, an East Indian's monopoly house of this country and the letter of intent issued by the Ministry is in favour of Ballarpur Paper & Straw Boards Ltd. It took me a lot to find out from the grass-roots or from the State Government right up to the Government of India as to who was the benefactor in my district who was building up caustic soda factory the details of which I will not dwell upon. But, I would mention here as to what has happened in giving this letter of intent by the erstwhile Government of Mysore—just now the hon. Member was talking about corruption in high places and officials of the Government of India—let me also say something about it. I don't want them to be exonerated. They should be punished. Let me also state as to how corruption flourishes even in all high places. The erstwhile Government of Mysore which has now gone out of power and the persons who took that decision granted this gentleman Licence for a caustic soda factory of, as far as I know, about 30,000 tonnes of caustic soda per annum—my figures are subject to correction, as I told you before it was hard to reach the source of information. We have no quarrel at all if industrialisation of our State and my district has taken place and progressive industrialists come forward in our country. In our State, exactly three miles from my headquarters or my native place, the Government of Mysore through the agency of the Mysore Industrial Areas Development Board is acquiring land from poor peasants of the coastal areas who own no more than 20 or 30 guntas and this is being procured at a rock bottom price in order to produce salt, the common salt, that is needed for this industrial magnate of East India.

They have been running away from West Bengal, and were invited on a red-carpet by the erstwhile Government of Mysore. This is the injustice done to the people of my constituency. Government acquires land and it is stated that the land is needed for Government purposes. State Government acquires it from poor peasants, at low price, to produce common salt. Mr. Kapoor Chand Thapar, of one of the monopoly houses has stated that the raw material will be locally produced. But what happens ? The poor peasants of my constituency have to part with their lands at low price. The paddy fields are converted into salt pans for this purpose and these big sharks are operating through the State Government of Mysore. I request the Minister to kindly investigate and see that the injustice done to the poor cultivators of my district is no longer perpetrated.

When I talked to senior officials, including Chief Secretary and others, they told me that, if necessary, they will shift the factory to South Kanara. This is a thing which goes against the pace of industrialisation. We are not interested in any sort of rivalry between south and north Kanara districts. Further enquiry should be held in this shady deal that has been indulged in by the business houses.

I now come to fertilisers. 500 million tonnes of fertilisers is equal to 1.3 million tonnes of nitrogen. There was reference by an honourable member of some conspiracy between vested interests in high places. In 1968, there was a reversal of the policy of controlled distribution of fertilisers in this country. Previously fertiliser was distributed at uniform price as per the old orders to every cultivator in the country. Because of the pressure of the private sector this policy was reversed in 1968. The private sector said that there should be free sale and competition, and that they had got capacity for production of fertilisers etc. This pressure reversed the existing policy in 1968. The Minister of Petroleum and Chemicals may say that this is not his concern, as it concerns the Ministry of Agriculture. The Ministry of Agriculture will say, it is the Ministry of Railways who are to coordinate in this. And so, it will go on being shifted. In planning national priorities the fomula adopted was that we should have big fertiliser concerns in the country. But these big concerns should not dictate the policy to the Government of India.

I would say that as in some of the other countries with advanced farm techniques, we do not have a farm lobby here. In these circumstances, whenever there is a rise in food prices, there is a furore particularly from my hon.

[Shri B. V. Naik]

friends opposite, whether they belong to the Left or to the Right, who represent the interests of the people who make the maximum amount of noise, namely the urban interests against such rise in food prices. Whenever there is a rise in prices whether of wheat or of rice or any other food commodity, particularly our leftist friends always take up the cause of the urban industrial working classes but the interests of the rural classes are never taken up when it is a question of the control of farm input, prices. Farm prices are sought to be controlled as far as farm outputs are concerned, but when it comes to the question of the fertilisers and other inputs, the most prevailing voice is the voice of the oligopolistic sector which is concerned with high margin of profits whether with insecticides or with fertilisers or other agricultural inputs. I would, therefore, say that in formulating this programme, in formulation the production schedules or other details in regard fertilisers etc. the unheard voice of the farm lobby, the non-existent and silent farm lobby in this country will have to be heeded to and it will have to be divined if not heard and thereafter the policy decisions will have to be taken. A lot of changes political, social and economic have taken place since 1965, and my party has come back with a fresh mandate of giving social justice to the people. If we cannot render them that social justice in the form of immediate lower prices for foodgrains, I think it could be the positive policy of the Ministry of Petroleum and Chemicals as well as the Ministry of Railways as well as the Ministry of Agriculture at least to positively bring down the prices of fertilisers and farm inputs. This is the minimum that I would like to plead.

Since incidentally it is a case of the equitable distribution and social justice of the petrochemical complexes and since the Mysore State conspicuously lacks in this, though it has got all the rest of the facilities, for a petro-chemical complex and since the Western Coast of Mysore State affords a very good possibility for such a project I would urge the hon. Minister of Petroleum and Chemicals to give his attention to this matter.

15.28 hrs.

[SHRI K. N. TIWARY *in the Chair*]

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH)

I would deal only with a few limited subjects in my Ministry. First of all, I want to deal with the drug industry in the country.

The drug industry in India consists of nearly 100 large and medium scale units and more than 2800 small scale units including those manufacturing Homoeopathic drugs. Of these, 64 firms both in organised and small scale sector have a measure of foreign ownership or control.

On the eve of Independence, most of the bulk drugs used to be imported and only processing and formulation was done here. Since then, however, due to various steps taken by Government to achieve a regulated development of the industry, drugs and pharmaceuticals has attained the status of a major industry. Continuous efforts are being made to increase the indigenous production of bulk drugs and to replace the imported intermediates and basic chemicals by indigenous material to reduce the import bill as far as possible. As a result of the development in various technologies more and more indigenous materials are being used for the basic manufacture of different drugs.

In terms of value the industry is now one of the largest amongst the chemical based industries with an estimated production value of over Rs. 250/- crores compared to Rs. 12 crores in 1948. The ratio of pharmaceutical production to total chemical production in terms of value is roughly 2/3rd. The current capital investment in the industry is estimated at Rs. 150 crores as against Rs. 24 crores in 1952 and Rs. 56 crores in 1962. By the end of the Fourth Plan period, i.e. 1974-75, the capital investment is expected to be of the order of Rs 200 crores.

Questions have been asked regarding prices, which is a very important factor. During the year 1970-71, Government introduced a new Price Control Order called the Drugs (Prices Control) Order, 1970. The prices of drugs were already under statutory control but the earlier Orders issued in 1962 and 1963 had merely the effect of freezing the prices of products as on 1.4.1963. By the Drugs Prices (Display & Control) Order, 1966, a system of selective increases was introduced but it was made obligatory for the manufacturers to obtain prior approval of Government before increasing the

prices. There were, however, complaints that the prices of drugs in India were high and should be brought down while the industry was also critical of the price control measures. In 1966, Government referred 18 essential drugs to the Tariff Commission for examining their cost structure and recommending fair selling prices. Based on the recommendations of the Tariff Commission, a comprehensive order called the Drugs (Prices Control) Order, 1970 was issued on 16.5.1970 in supersession of the earlier orders. The salient features of the Order are :

1. The selling prices of 17 essential bulk drugs have been fixed ;

2. Prices of other bulk drugs have been frozen at the level prevailing in May 1970 ;

3. A revised formula for calculating retail prices of drugs have been prescribed ;

4. The minimum rates of commission payable to dealers—wholesale and retail—have been fixed.

Prior approval of the Government is necessary to the revision of prices once fixed and also for the prices of the new packs and new formulations.

Special features of the pharmaceutical industry are different prices prevailing for identical products manufactured by different units. Generally speaking, there have been three sets of prices in market of formulations ;

1. Prices of products of larger companies particularly foreign controlled ;

2. Prices of medium scale units and leading small-scale units ; and

3. Prices of small-scale units with localised market.

Any rational and equitable drug price control system has to take into account this differential price situation and must aim at bringing the leaders' prices down to a reasonable level, while enabling the small and medium-scale units to move up their prices to fair levels where merited and at the same time providing sufficient room for competitive forces to act between the different classes of manufacturers and products. The present price control order is very comprehensive and provides a framework within which the different prices of packs could be conveniently adjusted in relation to cost profitability, compulsion of growth and other relevant aspects. As a result of the price rationalisation aimed at by the Price Control Order, prices of about 45% products of 114 leading manufacturers have come down while in about 11%, the prices have increased. The prices of other products remain stationary. In all cases of increase the reason was the increase in cost of raw materials and other costs. Even here, care has been taken to keep the increases as low as possible. It is estimated that as a result of the price control measures the benefit to the consumer would be of the order of Rs. 20 crores.

During the year 1970-71, Government had also decided to canalise the imports of certain important bulk drugs and intermediates through State Trading Corporation. In respect of most of them indigenous production has been established but the present production is not adequate to meet the country's demand. In these cases, there is no merit in allowing actual users to import their requirements without ensuring a corresponding benefit for the consumer in the price of formulations and without safeguarding users of indigenous material against unfair price competition. Often the price of the imported material is cheaper than the prices of drugs at uniform prices to all formulators and get advantage of price reduction in imported material passed on to consumers. Government has evolved a system of pooling whereby the indigenous and imported materials are pooled and sold at a uniform price on the basis of weighted average.

One of the consequences of the new price control measures is the severe competition which the small-scale units in the organised sector, specially those which are foreign-owned or foreign-controlled have. In order to assess their difficulties and take suitable remedial measures, Government appointed a Small-Scale Study Group which has since submitted its report. Government have accepted many of the recommendations of the Small-Scale Study Group. Government are also considering the recommendations relating to reservation of certain formulations for the small-scale sector.

[Shri Dalbir Singh]

In this connection, it is also relevant to deal with the performance of I.D.P.L. and Hindustan Antibiotics Ltd.

The three plants of the IDPL, namely, the Antibiotics plant, Rishikesh, the Synthetic Drug Plant, Hyderabad and the Surgical Instruments plant, Madras are making satisfactory progress. The antibiotics plant has been able to resolve its major technological difficulties connected with the commissioning and stabilisation of products, The Company is also faced with the erratic and inadequate supply of power from the U.P. State Electricity Board. The interrupted and inadequate power causes financial loss to the company and the matter has been taken up with the Chief Minister also.

The production in the Synthetic Drugs project, Hyderabad has improved considerably and is at present 80 per cent of the installed capacity. The production is expected to improve still further.

The major problem faced by the Surgical Instruments Plant was the lack of demand for its products. The position has since improved and the plant had in April 1971, orders worth Rs. 49.39 lakhs. The level of production is about four times higher than that during the last year. The plant is expected to improve its performance during the current year.

The total sales of the products of this company during 1970-71 were of the order of Rs. 11.78 crores and during 1971-72, the sales are expected to be of the order more than Rs. 21 crores.

This public sector undertaking has been showing losses since its inception. The extent of losses has, however, declined from Rs. 918.44 lakhs in 1969-70 to Rs. 710.50 lakhs during 1970-71. It has to be recognised that its operational results and profitability have been affected due to diverse factors over which it has no control, not the least of which being the erratic and inadequate supply of power to the plant at Rishikesh. There was a major power break down recently resulting in an avoidable loss of Rs. 32.3 lakhs. Despite the inhibiting factors, the Company has been making determined efforts, to turn the corner and the management hopes that, if no other imponderables intervene during the current year, the Company will make a small profit in 1972-73.

I would also like to deal with The Hindustan Antibiotics Ltd. It is one of the undertakings which has shown profit over the years, declared dividends and financed expansion from the funds generated by it. The dividend declared for the past few years up to 1969-70 was 10 per cent. During 1970-71, however, due to certain production problems, the company could not do so well as in the past. The main problems faced by this company are : (i) frequent power failure; (ii) frequent break-down of machinery on account of ageing; (iii) high percentage of rejects in the case of penicillin and (iv) shortage of quality soyabean in the case of streptomycin. The company is fully alive to these problems and taking adequate remedial measures. In the competitive field of drugs, it may not be possible for the company to maintain the present position for long.

The two public sector undertakings account for about 6 per cent of the total production of drugs in the country. It is no doubt small, but this is not surprising, considering the fact that there are more than 2800 units in the drug industry, including 65 foreign owned/controlled firms. The production of bulk drugs in the two public sector units is of the order of Rs. 9 crores as against the total production of about Rs. 35 crores in the country.

Both the units are growing and I have no doubt that they will be able to occupy a viable position in the drugs field in no distant future. I may also touch a few points regarding petrochemicals. Members have also shown interest and raised points on petro-chemical industries. We are far advancing in this field also and I would like to refer here to the Gujarat Petrochemical Complex which has three basic units. The first of these, the benzene unit has already been commissioned. The second, the aromatics plant is under erection and will be commissioned towards the end of the Fourth Plan. Altogether, in the complex, we shall have facilities for production of 1,20,000 tonnes of plastics, 20,000 tonnes of synthetic rubber, 68,000 tonnes of fibre intermediates and 30,000 tonnes of detergent raw materials.

We plan to produce 64,000 to 65,000 tonnes of synthetic fibres. This will substantially

relieve the pressure on cotton and wool and also meet the growing preference of the consumers for synthetic fibres. Members are aware that we are importing very large quantities of cotton and wool every year and spending more than Rs. 100 crores yearly on these imports. The production of these fibres would go a long way in reducing fibre and cloth shortages and relieve strain on foreign exchange.

The production of synthetic rubber will meet the gap between the demand and availability of rubbers in India. This is a very important and strategic raw material for the manufacture of tyres, tubes, belting and several other industrial and consumer products and we would be able to meet the demand of rubber processing industries by the execution of this project.

Members are aware that plastic have enormous possibilities of substitution of metals, glass, rubber and many other traditional materials. Our production of plastics will meet this gap between the availability of natural materials and growing demand.

In order to expedite the completion of these projects, therefore, much advance planning has to be done. I am confident that the projects that have been undertaken to be completed in the Fourth Plan will be so completed.

डा० लक्ष्मीनारायण पांडे (मंदसौर) : सभापति महोदय, अभी पैट्रोलियम और रसायन मंत्रालय की मांगों पर जो चर्चा हो रही है, इस विषय पर मैं यह कहना चाहता हूं कि यह मंत्रालय प्रकृति द्वारा जो सम्पदा प्रदत्त है, उस को लेकर चलता है। रसायन और तेल हमारे राष्ट्रीय अर्थ जीवन में महत्वपूर्ण योग देते हैं। इनके द्वारा हम केवल विदेशी मुद्रा का ही अर्जन नहीं पाते अपितु विदेशी मुद्रा का जो भार बहुत सी वस्तुएं बाहर से मंगाने पर हम पर पड़ता है, उसको भी कम कर पाते हैं। इस दृष्टि से इन सारी वस्तुओं को देखना चाहिए। अभी सदन में चर्चा आई कुछ कम्पनियों के बारे में, उनकी कार्य प्रणाली के बारे में, पेट्रोलियम प्रोडक्ट्स और उससे सम्बन्धित कुछ वस्तुओं के बारे में, आई० ओ० सी० के कार्यकलाप के बारे में, तथा ओ० एन० जी० सी० के कार्यकलाप के बारे में। मैं उन बातों को दोहराना नहीं चाहता जो कि सदन में कही जा चुकी हैं, लेकिन माननीय सभापति महोदय, यह बात निश्चित है कि यदि कोई कर्मचारी या कोई अधिकारी बैठ कर कोई गड़बड़ घुटाला करता है और लम्बे समय तक विभाग या मंत्रालय द्वारा उसकी उपेक्षा की जाती है, तो सार्वजनिक हित में यह बात नहीं रहती कि हम उस मंत्रालय पर किसी प्रकार का भरोसा कर सकें या उस मंत्रालय पर अधिक समय तक हम विश्वासपूर्वक कोई बात करें। अभी श्री इन्द्रजीत गुप्त ने आई० ओ० सी० के चेयरमैन के बारे में कहा। मैं उनकी इस बात का समर्थन करता हूं और मैं यह निवेदन करूंगा कि कश्यप महोदय के विषय में यदि वास्तव में कोई जांच करनी है तो उन्हें ससपेंड करके ही वह जांच की जा सकती है, उनके चेयरमैन बने रहने पर वह जांच ठीक नहीं होगी, ठीक ढंग से नहीं होगी, क्योंकि मुझे अच्छी तरह से मालूम है और यदि माननीय मंत्री महोदय जानना चाहें तो मैं विस्तार से उनको सब बातें बता सकूंगा कि कश्यप महाशय ने अपने कर्मचारियों के साथ क्या व्यवहार किया है। एक अच्छे इंजीनियर को उन्होंने इसलिए हटाया क्योंकि कश्यप महोदय के भ्रष्टाचार के अन्दर वे साथ नहीं दे पाते थे। मैं उनका नाम नहीं बताना चाहता हूं क्योंकि बहुत से मामले कोर्ट के अन्दर हैं जिनमें करोड़ों रुपयों का घुटाला है और उन करोड़ों रुपयों के घुटाले की अगर आप ठीक से जांच करा सकें तो अधिक अच्छा होगा। यद्यपि इसके बारे में आपने कमीशन बैठाया है वह ठीक से काम कर सके और उत्तरदायित्व को ठीक से निभा सके इस हेतु मेरा ऐसा विश्वास है कि आपको कश्यप महोदय को हटाना जरूरी है। आई० ओ० सी० के बारे में और भी बहुत कुछ कहा गया है। उसके स्टोर्स से अन्दर बहुत घुटाला है, दूसरी चीजों में भी बहुत कुछ घुटाला है, उसका फिजिकल वेरीफिकेशन नहीं किया गया है, इस प्रकार की जो बातें कही गई हैं, मैं चाहूंगा कि मंत्री महोदय, हमारा विश्वास प्राप्त करने का प्रयत्न करें और इस दिशा में वृढ़तापूर्वक कार्यवाही करें।

[डा० लक्ष्मीनारायण पांडे]

मैं यह निवेदन करना चाहूगा कि हमारे यहा जो प्रकृति द्वारा प्रदत्त सम्पदा है जैसे गैस, रसायन और दूसरी वस्तुए, उनका ठीक से उपयोग नही हो रहा है। यह बात जरूर है कि गुजरात के अन्दर कुछ गैस के बारे मे, कुछ तेलो के बारे मे प्रयोग किये गये है और वहा पर बहुत कुछ प्राप्तिया हुई हैं लेकिन मैं यह कहना चाहूगा कि गुजरात मे जो गैस की प्राप्ति है, उसका सही अच्छा और पूरा उपयोग हो सकता है लेकिन आप के गैस आयोग के और गुजरात सरकार के बीच कुछ इस प्रकार का विवाद रहा है, इस प्रकार की कठिनाइया हैं जिनके कारण आज तक वह विवाद हल नही हुआ है और वह गैस अभी तक उपयोग मे नही लाई जा रही हे। मै माननीय मत्री जी से निवेदन करना चाहूगा कि मे इस सम्बन्ध मे कुछ कदम उठाए और वह गैस प्रयुक्त हो। वह गैस बेकार जा रही हे। राज्य सरकार और गैस आयोग मे जो कीमतो को लेकर विवाद चल रहा है, उन कीमतो के तय न होने के कारण और उस विवाद के हल न होने के कारण, जो हमारी बहुत महत्वपूर्ण उपलब्ध या बहुत महत्वपूर्ण प्राप्ति है उस महत्वपूर्ण प्राप्ति को हम ठीक मे उपयोग मे नही ला रहे हैं।

एक बात की ओर मैं और मत्री जी का ध्यान दिलाना चाहूगा। माननीय मत्री जी ने सम्भवत : अपने 18 जून अथवा 19 जून को रतलाम स्टेशन पर पत्रकारो के मध्य कहा था कि हम विदेशी तेल कम्पनियो का राष्ट्रीयकरण करने का विचार कर रहे है। मैं मत्री महोदय से यह जानना चाहूगा कि आखिर उन्होने यह बात किस सदर्भ मे कही थी ? क्या वे विदेशी तेल कम्पनियो का राष्ट्रीयकरण करने का विचार रखते है अथवा विदेशी तेल कम्पनियो के राष्ट्रीयकरण के बारे मे उन्होने कोई नीति तय की है ? विदेशी तेल कम्पनियो के बारे मे कोई स्थिर नीति अब तक नही बन पाई है और इसी कारण से हमारे यहां विदेशी तेल कम्पनिया अधिकार जमाए हुए है, स्वामित्व जमाए हुए है और हमारी जो कार्य प्रणाली है, उस कार्य प्रणाली को बार-बार प्रभावित करने का प्रयत्न करती है। मैं इस सम्बन्ध मे स्पष्ट जानना चाहूगा, जैसा कि मैने आपसे निवेदन किया है कि मेरी जानकारी मे यह आया है कि पिछले महीने की 18 या 19 जून को क्या हमारे माननीय मत्री सेठी जी ने रतलाम स्टेशन पर पत्रकारो के बीच मे इस प्रकार की कोई चर्चा की थी ?

इसी प्रकार से मैं समझता हू कि हमारा जो उत्पादन का लक्ष्य पेट्रोलियम, पेट्रो-केमिकल्स के बारे मे या पेट्रोलियम प्रोडक्ट्स के बारे मे है, उस उत्पादन के लक्ष्य को हम ठीक मे पूरा नही कर पा रहे है। उस उत्पादन का जो लक्ष्य है, उस लक्ष्य को प्राप्त करने मे चौथी पचवर्षीय योजना मे यद्यपि आपने 181 करोड रुपये का प्राविधान किया है लेकिन इतना सब होते हुए भी शायद हम अपने लक्ष्य पर न पहुच पाये।

सभापति महोदय : दो मिनट और आप ले लीजिए और समाप्त कीजिए।

डा० लक्ष्मीनारायण पांडे : हमे 11, 12 मिनट मिलने चाहिए। अभी तो मैने कम समय लिया है।

सभापति महोदय : बस दो मिनट और ले लीजिए।

डा० लक्ष्मीनारायण पांडे : मैं निवेदन करना चाहता था कि चौथी पच वर्षीय योजना मे इतना पैसा रखने के बाद भी यह कहा गया है कि अभी हमे बहुत सारा इम्पोर्ट इस मामले मे करना पडेगा।

अब मैं केरोसिन के बारे मे आपका ध्यान आकर्षित करना चाहूंगा। पेट्रोल और केरोसिन के दाम निरन्तर बढे है और केरोसिन के बारे मे तो यहां सदन मे और बाहर भी बार-बार कहा गया है कि उसके भाव निरन्तर बढ़े है और उसका ब्लेक हो रहा है। इसकी तरफ यदि आपने ध्यान नही दिया और उसका उत्पादन

नहीं बढ़ाया, तो मैं समझता हूं कि यह कठिनाई बनी रहेगी।

इसके साथ-साथ मैं कुछ पेट्रो-केमीकल्स के बारे में कहना चाहूंगा। हम अपने देश के अन्दर बहुत से कैमिकल्स तैयार कर सकते हैं और उससे बहुत सारी विदेशी मुद्रा बचाई जा सकती है। उस पूंजी को बचाने का हम प्रयत्न करें। मैं समझता हूं कि यह एक बहुत बड़ा उपादेय काम होगा। मैं केवल एक ही रसायन की तरफ आपका ध्यान आकर्षित करना चाहता हूं और वह है फिनइल एसेटिक एसिड।

"Phenyl-acetic acid is a useful chemical required in the manufacture of many products. The largest single use of phenyl-acetic acid is in the form of 64 per cent aqueous solution of its potassium salt as a penicillin precursor. It helps to increase the yield of benzyl penicillin by addition to fermentation liquor.

Another use of phenyl-acetic acid is in the production of phenyl-acetone needed for amphatamine manufacture. Many esters of phenyl-acetic acid are used in perfume and flavour industries.

In the medical field, phenyl-acetic acid esters have been prepared having spasmolytic, local anaesthetic and cough-relieving properties.

In the agricultural field, derivatives of phenyl-acetic acid have been prepared possessing herbicidal properties of a broad range of weeds".

इस प्रकार से एक ही रसायन का मैंने उदाहरण दिया हैं। इस प्रकार के बहुत से केमिकल्स हैं जिनको हम अपने यहां तैयार कर सकते हैं जो केवल औषधि के उपयोग में ही नहीं बल्कि ऐग्रीकल्चर के उपयोग में लाये जा सकते हैं और इसके अलावा और दूसरे उपयोगों में भी लाये जा सकते हैं और हमारे काम लायक हो सकते हैं।

सभापति महोदय, अब मैं कुछ अपने मध्य प्रदेश के सम्बन्ध में कहना चाहता हूं। मध्य प्रदेश सरकार कोरबा के अन्दर फर्टिलाइजर प्लान्ट के बारे में बार-बार यह निवेदन करती रही है कि हमारे यहां कोरबा में फर्टिलाइजर प्लान्ट लगाया जा सकता है।

केन्द्र सरकार ने अपनी 1969-70 की मन्त्रालय की रिपोर्ट में कहा था हम उर्वरक कारखाने की वहां पर स्थापना करने जा रहे हैं, उसके ऊपर विचार किया जा रहा है और उसके बाद 1970-71 की रिपोर्ट में इन्होंने फिर यही बात दोहराई कि हम वहां कारखाना स्थापित करने का विचार कर रहे हैं या स्थापित करेंगे। लेकिन कोई निर्णयात्मक कथन नहीं हैं। मैं चाहता हूं कि इसके बारे में आप जो आपका निर्णय है उसकी घोषणा करें। गुजरात के अन्दर आप एक कारखाना स्थापित करने जा रहे हैं। वह कहां होगा ? इसका भी अभी संभवतः निर्णय नही हुआ हैं। फर्टिलाइजर की मांग हमारे देश मे उत्तरोत्तर बढ़ती जा रही है। हमारे यहां साधन मौजूद हैं, रा मैटीरियल मौजूद है, सब कुछ है लेकिन हम उसका उपयोग नही कर रहे है। कारखाना स्थापित नही कर रहे हैं या उसमें निरन्तर विलम्ब कर रहे हैं। लेकिन दूसरी तरफ आप देखें कि हम बाहर से दो सौ करोड़ रुपये का फर्टिलाइजर मंगा रहे हैं। जब हमारे देश में फर्टिलाइजर कारखाना स्थापित हो सकता हैं और यहां उसका उत्पादन हो सकता है तो आप उसको स्थापित क्यों नहीं कर रहे हैं। साथ ही साथ सिंदरी का फर्टिलाइजर कारखाना, फर्टिलाइजर एंड कैमिकल्ज, त्रावणकोर, तथा मद्रास आदि के अन्दर जो फर्टिलाइजर कारखाने हैं उनकी जो क्षमता है उसको बढ़ा कर आज देश में फर्टिलाइजर की जो मांग है, उसकी बहुत कुछ पूर्ति कर सकते हैं। रिपोर्ट में स्वीकार किया गया है कि इसके उत्पादन में जिस लक्ष्य तक पहुंचना चाहिये था वह लक्ष्य पूरा नही हुआ है और हमारा उत्पादन गिरा है। आज ही मंत्री महोदय ने मेरे एक अतारांकित प्रश्न के उत्तर में स्वीकार किया हैं कि इसका उत्पादन आवश्यकताओं के अनुरूप नहीं है तथा उत्पादन में गिरावट भी आई है। मैं चाहता हूं कि इस ओर आपका तत्काल ध्यान जाए। कोरबा में फर्टिलाइजर कारखाना भी आप स्थापित करें।

[डा० लक्ष्मीनारायण पांडे]

जहा तक भैषजिक उद्योग का सम्बन्ध है, सरकार ने बार बार घोषणा की है कि हम बहुत सी औषधियो का आयात बन्द करना चाहते हैं। खास तौर पर टेट्रा साइकलीन, आक्सी-टैट्रासाइक्लीन, पैनिसिलीन, पेनिसिलीन जी, बी कम्प्लैक्स, विटामिन सी, बी 1, बी 2 आदि तथा अन्य कुछ और औषधियो का आयात तो बिल्कुल बन्द करना चाहते है। लेकिन दूसरी तरफ सरकार कहती है कि इन औषधियो को बाहर से मगाना सस्ता पडता है। बाहर से अगर इनको मगाया जाता है और ऐसा करना सस्ता पडता है अगर ऐसी बात आपके दिमाग मे रहेगी तो कभी भी आप इनका आयात बन्द नही कर सकेगे। हिन्दुस्तान एंटिबायोटिक्स पिम्परी, एंटीबायोटिक्स ऋषिकेश और सिंथेटिक ड्रग्ज हैदराबाद, दवाइयो के उत्पादन के मामले मे काफी सक्षम सिद्ध हो सकते है। लेकिन इसके लिए आपको सतत प्रयत्न करने होगे। आपने कहा है कि वहा उत्पादन मे गिरावट आई है, उनकी कार्यक्षमता ठीक नही है। आप उनकी कार्य क्षमता को ठीक करें। प्रोडक्शन मे जो फाल आया है, उसको देखे और जिन कारणो से वह आया है, उन कारणो को दूर करें। ऐसा आपने किया तो मैं समझता हू कि हमारी दवाइयो की जो आवश्यकताये है, उनको हम अपने यहा उत्पादन को बढा कर ठीक कर सकते हैं, उनको पूरा कर सकते है।

हमारे यहा मध्य प्रदेश मे कास्टिक सोडा और सोडा ऐश के उत्पादन की काफी सम्भावनाये है। गुजरात भी इसके लिए काफी सक्षम है। वहा पर उत्पादन काफी मात्रा मे होता भी है। मैं चाहता हू कि आप मध्य प्रदेश से सोडा ऐश और कास्टिक सोडा तैयार करने की सम्भावनाओ का पता लगाये। मेरी जानकारी मे आया है कि मध्य प्रदेश के नागदा में इसकी सम्भावनायें बडी उज्ज्वल है। मैं चाहता हू कि आप इसका पता लगाये। हमारे यहा मालेसिस से अल्कोहल बनाने की भी काफी और सम्भावनाये है। इस दिशा मे मालेसिस का उपयोग किया भी जा रहा है। इसका भी आप पता लगाये कि क्या मालेसिस के द्वारा अल्कोहल के उत्पादन की दिशा मे कुछ और प्लाट्स लगाने की मध्य प्रदेश मे कोई कार्रवाई की जा रही है? इसके बारे मे आप बता सकें तो मैं आपका बडा आभारी हूंगा। अन्त मे मैं पुन कहना चाहूगा कि आई० ओ० सी०, ओ० एन० जी० सी० मे व्याप्त भ्रष्टाचार को आप दूर करें तथा अपराधी अधिकारियो के विरुद्ध कडी कार्यवाही करें।

सभापति महोदय जितने भी बोलने वाले है उन सबको मैं थोडा-थोडा समय देना चाहता हू। पाच बजे मैं मिनिस्टर को जवाब देने के लिए बुलाऊगा। अगर माननीय सदस्य ज्यादा समय लेगे और इस कारण से अगर कोई सदस्य बोल नही पायेगे तो इसका दोष मुझे न दिया जाए।

श्री पी० के० देव (कालाहाडी) : छः बजे मिनिस्टर को बुलाये।

श्री ओकार लाल बेरवा (कोटा) : हमारी पार्टी के ग्यारह मिनट है। श्री पाडे को सात मिनट मिले है। चार मिनट बाकी है। हममे से एक को आप और बुलाय।

SHRI DHAMANKAR (Bhiwandi) Sir I rise to support the Demands of the Ministry of Petroleum and Chemicals We are really proud to have a competent person like Shri P C Sethi to head the Ministry and I feel that instead of a Minister of State heading the Ministry if he is elevated to the rank of Cabinet Minister that will remove many difficulties and minimise delay in taking a decision Similar is the case with the Foreign Trade Ministry also

ONGC is doing wonderfully well Its performance is admired by its counterparts in foreign countries as well Of course, it draws largely on earlier experiences of other nations, but there is nothing wrong in doing so It has certain labour problems such as bonus issue, recruitment, confirmation, wage structure etc. I hope the Minister will give his attention to solve these problems

Lubrizol India Limited and Lube India Limited are newly created public sector units. They are functioning for hardly a year or so but I have information that malpractices have already started there. Attention should be paid to ensure that malpractices do not exist in these two companies.

The Indian Oil Corporation have introduced a new training scheme for unemployed engineers, which is a commendable one which should be welcomed by all. The main complaint of those who have to deal with this company is that they are indifferent in their correspondence with their customers and there is overall mismanagement everywhere. However, being the only national unit dealing with several types of petroleum products government's patronage has helped them register huge profits. They should find newer sources for expanding their work. Their prices are in line with those of foreign owned companies, but their ration of profit to capital employed is not as good as it is elsewhere. I think that if the top executive managerial posts are given to the people from the private sector, who are entrusted with direct responsibility and the profit is linked up with efficiency that will solve this problem. The Gujarat Fertilizer is giving very good profits because it is headed by a person from the private sector. I hope the Minister will give consideration to this proposal.

Coming to refineries, IOC have five refineries, one each at Koyali, Cochin, Barauni, Madras and Gauhati. Of these five refineries, three, namely, Gujarat, Gauhati and Barauni are commissioned. The progress of the first two is claimed to be satisfactory. The third at Barauni is reported to be working below its rated capacity. Though there are profits, red-tapism has killed all the initiative. Efforts should be made to inject enthusiasm into the working of these refineries.

Engineers India Ltd. should be praised whole-heartedly. They are efficient and have new ideas and their implementation is superb. A number of new projects have been undertaken by them for the first time in India and successfully commissioned during the year. Not only the public sector units but also private sector units and even foreign parties are employing them for their engineering work because they are doing them so well. They have done a spectacular work in erecting complex designs for fertilizers, petro-chemicals and refineries. They need appreciation from all of us.

The Petro-Chemical Corporation was established some three years ago to establish petro-chemical centres. It will be recalled that almost ten years ago Dr. Kane Committee had suggested five petro-chemical centres at Bombay, Barauni, Madras Koyali and Haldia. Out of this only the Bombay centre has been in operation since 1968. The Koyali complex was expected to be operated at the latest by 1970-71.

16.00 hrs.

With the late signing of the British Agreement, it was hoped that the Koyali project would at least be commissioned latest by 1974. But it is being delayed year after year. That has caused all the shortages of plastic raw materials, synthetic fibres and other synthetic materials. I think, this project should be expedited.

As regards Acrylic fibres, the scheme has been given to the Department for years but they have not still finalised and cleared. Regarding the programme for the manufacture of synthetic and other fibres, it seems to be gathering dust over these years. In the case of synthetic rubber also, despite the declared Government's decision to set up a plant in the public sector, there appears to be no progress on deciding the foreign know-how or foreign collaboration schemes.

The other programme comprising of organic chemicals and its respective panels in formulating the Koyali project appears to be unceremoniously ignored. Even after it has been debated endlessly, there has been no firm scheme up to this day.

Another point of urgent public interest is the failure of the Ministry to take a positive decision on the fertiliser blueprint issued by the Indian Chemicals Manufacturers Association two years ago. This blueprint was presented to Dr. Triguna Sen, the then Minister, as far back as in 1969. Even after it was closely debated in the presence of the Ministry's Advisers, it is regretted that till today that scheme has not been finalised or taken in hand. It is clear that on both these nationally essential programmes of fertilisers and chemicals, the Ministry of Petroleum and Chemicals seem to need a better advice. Even if such a conclusion may appear to be unpleasant, I may say, that the recommendations submitted are

[Shri Dhamankar]

not cared for or given any consideration. I would request the hon. Minister to give serious consideration to these schemes submitted to the Ministry.

As regards the 1970-71 import policy, the import of certain items has been given to the State Trading Corporation and the M.M.T.C. There are certain difficulties experienced by the manufacturers in regard to items which are channelised through the S.T.C. and M.M.T.C. The import policy for 1971-72 further adds to the list of items which are channelised through the S. T. C. and the M. M. T. C. The main purpose of channelising through these State trading agencies was to exploit the advantages that come through larger purchases and in saving transport costs. However it has been the experience of the industry that all those items which are imported by the S. T. C. and the M. M. T. C. are not only expensive but their delivery schedules are also irregular.

In the case of items like Aniline oil and sodium nitrite, while actual users are experiencing difficulties in getting supplies from the S. T. C., the materials are available in the open market at exorbitant prices

Same is the case with the D. D. B. which is used to prepare detergents and soaps. This is being imported by the S. T. C. It is available in the open market at higher rates. To get a clearance from the S T. C. and to get the material is becoming very difficult Now, these detergents are replacing soaps and saving edible oils. If these difficulties continue, the production of these detergents is likely to hamper.

Now, I will come to my constituency. Only one point I want to stress. The Indian Dyestuffs Industries Ltd., Mona are manufacturing one chemical, Anthraquinone, which is allowed to be imported. They are manufacturing Anthraquinone and its derivatives and these are exported while the users of the same are allowed to import their chemicals on their licences. I would request the hon. Minister to look into it and see that those intermediaries which are manufactured here should be debarred from being allowed to import. That hampers the progress of the indigenous industries.

With these words, I support the Demands for Grants of the Ministry of Petroleum and Chemicals.

SHRI SOMCHAND SOLANKI (Gandhinagar) : There are a large number of public sector undertakings under the control of the Ministry of Petroleum & Chemicals. I don't want to go into detail into all of them. Very precisely I would like to put before you.

Sir, the soil of our country is very fertile from the agricultural point of view. But looking from the petroleum and chemicals point of view also, it is very fertile. Our Government should take some steps to find out which are the materials lying buried under our soil and which are very useful for the country.

I may say a word about the increase of crude oil. During 1970 the production of indigenous crude oil has increased from 6.7 million tonnes in 1969 to 6 8 million tonnes and the refined petroleum products production has increased from 17.5 million tonnes in 1969 to 18.5 million tonnes in 1970 and production of fertilisers has increased from 0.7 million tonnes in 1969-70 to 0.83 million tonnes in 1970-71. It shows the progress in the sphere of petroleum and chemicals side. But, we are not able so far to satisfy the demand of our country.

At present, we have installed three public sector companies under the administrative control of the Ministry for fertiliser manufacture and in Gujarat, certain private sector companies also have been licensed. M/s Tata Chemicals Ltd. in Mithapur, Gujarat, is working according to the proposed plan. It is not satisfactory. It must be enlarged and the Government should see that if it is enlarged and expanded the country will get greater benefit out of it. It has not come into operation according to the proposed plan. My request to the Government is to restore it as proposed.

On the side of petro-chemicals, the Indian Petro-chemicals Corporation set up in Baroda in 1969 will be going into operation in the Fourth Plan. The aromatic projects the synthetic rubber projects and the olefins project which are to come up in Gujarat are the most essential projects. For these projects the Koyali refinery is there and the raw materials are just near them and they are available to them. The

supply of naptha is very much available. Certain organic chemicals from naptha are produced comprising five main plants : (1) Catalytic plant, (2) Orthoxylene plant, (3) Para-xylene plant, (4) Isomerisation plant and (5) DMT (Dimethyl terepthalate) plant. DMT and mixed xylenes chemicals are basic chemicals and they are very much useful for the utilisation of the synthetic fibres. The Government should expand the capacity of DMT and license additional capacity for caprolactum. If it is done, the synthetic fibres will be available indigenously in our country.

Now, Sir, side by side, there are so many other benefits accruing from it to the nation, so many more ersons will find employment. Technicians will get jobs and if we can expand these projects, we can solve the unemployment problem of these technicians and engineers. Now, the Government should permit some additional capacity for polyester filament which is used in the textile industry as replacement of cellulose fibre. It will produce polyster, nylon, acrylic, terylene and poly-propetin filament which are used in the textile industry and associated products after mixing it with cotton. So, it will be very cheap and also, for these, the raw material is available and my request to the Government is that they should expand this and production should be increased to the required capacity.

Now I must focus my attention about the new drilling centres in Gujarat at Cambay and Kutch. Certain survey has already been done and this work should be taken up in right earnest. There are so many places where crude oil and other things are available. So, this work should be expedited. The oil port at Narmada will be very useful and convenient from the conveyance point of view. That should be fully developed.

Regarding the ONGC and IOC installation in Gujarat, I would say that their work-manner and treatment are highly unsatisfactory. The people are very much dissatisfied with them. We, the people of Gujarat, desire that ONGC and IOC should be transferred to the State Government sector. The State Government Electricity Board and the people of Gujarat are totally dissatisfied with the treatment of ONGC and IOC and the Central Government's treatment through these two seems as if it is the colonial policy adopted towards Gujarat.

The ONGC considers all development and exploratory wells cost as revenue expenditure for pricing gas and fuel oils for supply to Gujarat. The central Government and ONGC and IOC should consider it as a goodwill of Gujarat territory. And, the people of Gujarat have a right of utilising gas and fuel oil at a cheaper rate. Fixing up the prices of gas is a burning question. Gas is burning; this problem of fixing gas price is also burning. This is after all a damage done to the whole country's revenue and damage done to the Government's exchequer

Regarding the fixation of price of gas, Dr. V.K.R.V. Rao was appointed as an arbitrator, to solve this dispute and for fixing up the gas price. He submitted the award on 23-9-68. The Arbitrator accepted the 'cost plus' formula of the Government of Gujarat and rejected the plea of Oil and Natural Gas Commission to base the cost of gas on thermal equivalence of substitute fuel. The Government of Gujarat constituted a Gas Prices Committee which in turn appointed a Sub-committee to study this problem. Without waiting for the report of this sub-committee they have fixed the price of gas. This has been arbitrarily fixed by the ONGC without taking any evidence from the public. When there is a law in Parliament, we constitute a Committee, we hear evidence from the public and from all corners of the country. Here, what the ONGC did was this : without consulting Gujarat Government, without hearing the people, they have increased the price. After all, it is the land belonging to the people of Gujarat which has produced this oil and natural gas and the present position is that they are not getting the benefit.

Mr. CHAIRMAN : Now, the hon. Member should conclude. Shri Unnikrishnan.

SHRI SOMCHAND SOLANKI : Let me conclude the last sentence...

Mr. CHAIRMAN ; No, the hon. Member has taken more than the time allotted for his party. Now, he must conclude.

SHRI SOMCHAND SOLANKI : At least, let me complete the full point that I was making.

I would request the Government to fix the rate and prices of this gas so that it can be

[Shri Somchand Solanki]
utilised by the public of Gujarat and of the country. Let not this gas be wasted. For the last three or four years this gas is being burnt. I would request the hon. Minister to take interest in this matter and fix up the price from the utilisation point of view as early as possible.

SHRI UNNIKRISHNAN (Badagara) : Let me congratulate Shri P. C. Sethi on being elevated and given charge of this most pivotal economic Ministry of Petroleum and Chemicals, and I also wish like my colleague who spoke before me that he gets very soon elevated to the Cabinet, because this Ministry for quite some time has been, I am sorry to say, lacking in ministerial direction. For, for quite a long time since Shri K. D. Malaviya left this Ministry, there has been an abdication or an erosion of ministerial and political authority in this Ministry, and this has resulted in what my hon. friend Shri Sat Pal Kapoor sometime ago narrated here as the complete mismanagement in all the undertakings under this Ministry; whether it is the ONGC or the IOC or X, Y, Z fertiliser factory, everwhere it is the same story. I am sorry to say this. A self-perpetuating clique has taken over the Ministry. In complete violation of the programmes and policies of our party and this Government, this clique is trying to sabotage the very policies for which we have been voted into office. I say this with a full sense of responsibility. I am not making any irresponsible charge, and I do not want to drag in any names here, because I do not know any of them. But the major point that I want to make is that in the absence of any clear ministerial direction or ministerial authority exercised in this Ministry, for quite some, the Petroleum and Chemicals Ministry is mismanaging every unit under the charge of this Ministry. Since I do not have much time, I shall say only this that the oil policy enunciated by the oil-sub-committee of the Cabinet of Jawaharlal Nehru's time is in shambles today, thanks to this clique. I shall nol take much time over it, since the time at my disposal is short.

I shall only confine myself to the Indian Oil Corporation which is the biggest public sector undertaking in the country. Last year, according to the reports, they have a turnover of Rs. 670 crores and I think they show a profit of nearly Rs.20 crores or so. I want to make cut that it is precisely because it has been showing a profit that it has escaped public attention and the attention of the Parliament and the press. But actually, the whole turnover is padded up with excise levies. In terms of the 50 per cent market participation that it enjoys, I claim that this is no profit at all. The profit should have been Rs. 40 crores and more, but because of complete mismanagement that is going on in the Indian Oil Corporation, we have reached a stage where we do not know where to proceed and whether everyone of the clear guidelines given earlier and our policies are being followed.

It is astonishing that in this premier public undertaking there is no recruitment policy at all ; and I say this with a sense of responsibility there is absolutely no recruitment policy, and an officer here in this undertaking begins life with a salary of somewhere around Rs. 1200 or so, whereas an IAS officer gets only Rs. 400 or 450 to start with. Because of this, there has been a scramble for appointments in the Indian Oil Corporation, and this scramble has led to such nepotism and jobbery that no public undertaking has ever seen so far. I want to say this with a sense of responsibility that when the Estimates Committee was seized with the problem, a particular problem—the 85th report will show you what the problem is—the son of an officer of this Lok Sabha Secretariat working under the Estimates Committee was appointed to a lucrative post. I want to know from the hon. Minister whether this is true.

This is what is happening in the absence of any clear recruitment policy. There are no recruitment rules at all. In 1969-70 alone, over 75 sales officers were appointed and over 100 other miscellaneous officers were appointed, without any written test, any advertisement or any job specification. This is what I mean when I say there is no recruitment policy. Sir, this is one of the public undertakings where there is no management reporting. Whatever was done during Malaviyaji's time has been undone today by the the complete absence of any ministerial or political authority being exercised in this Ministry. You will be surprised to know that there was no Financial Controller for over a year in IOC. I would like to know from the Minister whether this

position has since then been rectified. Quarterly financial returns were not submitted at all to the Board. This cannot be rectified until the top management is changed. We have a managing director who is a pensioner of Burmah-Shell who occasionally or every now and then falls ill and goes to the Board for medical benefit because his appointment letter does not contain any terms about that. First he goes to the Board on the ground of a heart attack and asks for Rs. 40,000. Then he asks for $ 5,000 to go abroad for treatment of an ailment for which treatment facilities are available in Bombay. Even Shri B. K. Nehru, Governor of Assam, I understand, was treated for the same ailment at the Tata Hospital in Bombay. Now the managing director has come back with a bill of Rs. 1,30,000.

These are the new capitalists without investment who are running our public sector undertakings, If he is so ill, I would like to know from the Minister why Government is keeping him. He must gracefully retire or walk out, or else he must be sent out.

There is another aspect vital from the angle of our party and the commitment by which we stand. My friends talked about the relationship of this Ministry with the Karamchand Thapar group. There is another favourite group of this Ministry : that is the House of of Goenkas of Calcutta. This House is aware that the Estimates Committee have gone into the barrel deals of the IOC. In their 85th and 86th Reports, members will find details about this. There are two firms, Industrial Containers of Calcutta and Steel Containers of Bombay who knock away all the barrel orders of IOC. I want to have a clear-cut policy statement from the Minister. Is it the policy of the Ministry to encourage the monopoly houses ? You know the House of Goenkas has been named as one of the 75 monopoly houses. On the one hand, Government say : no more licences to the big monopoly groups; we want to regulate licences and restrain their growth. This is the policy on the basis of which we have been elected here. On the other hand, this so-called self-perpetuating clique in the Petroleum and Chemicals Ministry parcels out the entire order to one group an order worth several crores of rupees. It is the policy of the Ministry to help monopoly houses ?

Thapar's case is not an isolated one. I will cite another. There is a firm, again a Goenka firm, Phillips Carbon Black, Durgapur. The Indian Oil Corporation was supplied something called iomex worth Rs. 40 lakhs or probably more. According to the managing director or one of the directors of IOC, the entire thing evaporated ; and the managing director goes to the Board and says : You have to write off.

Again, it is a case where the house of Goenkas is preferred. Right from the beginning, from the days of Duncan Bros., Mr. Malaviya knows about this case, when the Cochin Refinery Agreement was signed, just for introducing the parties, they got their peecntage.

I want a clear-cut answer whether it is the policy of the Petroleum and Chemical Ministry to encourage the profit-making prowling parasites of the Indian economy. The latest barrel deal which I referred to earlier resulted in a loss to the IOC of Rs. 33 lakhs according to the "*Blitz*". This has resulted also in an inter-Ministerial war.....

MR. CHAIRMAN : You please pass on all the papers to the Minister. He will look into it. Shri Satyanarayan Rao.

SHRI M. SATYANARAYAN RAO (Karimnagar) : At the outset, I would like to pay a compliment to the Minister. There is no doubt that he is a very competent and able Minister, but when I see the Report which was supplied to us I am very much disappointed. As the time available is very short, I will concentrate on fertilizers. Being an agriculturist, naturally I am interested in that.

In the Report, fertilizer projects have been divided into three categories, namely projects that are in production, projects that are under implementation and projects that are accepted in principle. But we find from the Report that in every plant due to shortage of power or power interruption or labour strike or other factors, they have not achieved the targets. If these are the excuses, then I think there will be always these excuses only. This Ministry has a very important role to play in making this country self-sufficient so far as foodgrains are concerned. Keeping that in view, I want to know what steps the Minister is going to take in this respect.

[Shri Satyanarayan Rao]

Recently I put a question about the Ramagundam plant and he was kind enough to reply that it would be completed by 1974. So far as Ramagundam is concerned, there are no problems, there is no shortage of power and I can assure him that there will be no strikes or interruption of power. So, it is better that priority is given to it, if you want to achieve self-sufficiency so far as fertilizers are concerned.

It is said that about 8 million tonnes of plant nutrients are taken out of the soil every year and therefore, it is necessary that about 8 million tonnes of fertilizers are put back into the soil, so that the fertility status of the soil is maintained and food production can be increased. It is also said that had our fertilizer production target been fulfilled during the period 1964-68, we would have been in a position to produce about 18 million tonnes of foodgrains. But during this period we have imported fertilizers worth about Rs. 411 crores and 40 million tonnes of foodgrains, at a total cost of Rs. 1,841 crores. Therefore, we must produce fertilizers according to our installed capacity, give them to the farmers and see that the pace and tempo of the green revolution is maintained.

In spite of our success in building up a capacity of 3.7 million tonnes of fertilisers, we have to import fertilizers worth Rs. 1,047 crores unless we quicken the tempo of building up fertilisers plants in the country. They say that the slippage of the project was mainly due to trouble in the indigenous equipment. Why should this kind of equipment be used ? I request the Minister to see that it is improved. There should not be any excuse that due to defective fabrication of the plant and equipment or due to shortage of steel or due to disturbed conditions we cannot achieve the target in fertilisers. I request him to look into these things.

We want to increase the production of fertilisers. Instead of fertiliser production increasing, we see that the officers are increasing. In 1970 there were 69 gazetted officers and 267 other staff in the secretariat. In 1971 the strength has increased to 82 gazetted officers and 276 other staff. Why should there be this increase when there is no increase in the production of fertilisers ? Are you going to solve the unemployment problem in this way ?

I have seen in the report about the official language implementation committee. It seems the ministry is concentrating on the official language implementation committee. I must say : do not bother about all these things, you will be spending so much time unnecessarily, you must spend time in increasing fertilizer production, you must produce fertilisers and then only you will have done something which will be beneficial to the country.

SHRI ANANTRAO PATIL (Khed) : The Ministry of Petroleum and Chemicals and its various departments are concerned with matters relating to the production, supply, distribution, and pricing of crude oil, petroleum products, petro-chemicals, fertilisers and other allied pruducts. This Ministry has under its control various public secror undertakings. This is not a small or unimportant Ministry which could be disposed of within four hours. This Ministry has to play a vital role in the life of the people and the country. Crude oil, diesel, petrol, aviation spirit, fertilisers, chemicals and so many things are related to industrial and agricultural production. This Ministry has to be given its due importance.

I am happy that a young and energetic Minister like Mr. Sethi is incharge of this Ministry. The report which has been circulated related to the previous year with which he was not concerned. There are some lapses and shortcomings in the working of the Ministry and I hope and trust that Mr. Sethi will gear up the machinery to see that the Ministry functions effectively.

The Indian Oil Corporation is the biggest undertaking but the most important undertaking under this Ministry is the Hindustan Antibiotics at Pimpree. When we go through the report we see that unfortunately during the last two years production has been falling. I can quote the figures of production for penicillin for the last two years in million mega units. In 1969-70 production of penicillin was 60.34 MMU and in 1970-71 it has gone down to 58.27 MMU.

In regard to streptomycin, in 1969-70, it was 83.138 kg. In 1970-71, it was 60,963 kg. If we look at the profits that the company has made, in 1969-70, the net profit was Rs. 44.12 lakhs, and in 1970-71, it was only Rs. 7 lakhs. So, the production is falling and the profit is also

falling. The reason given in the report is that it is due to the power failures and breakdown of the machinery. The Deputy Minister said that the fall in production was due to the breakdown of the machinery because the machinery had become old. In the life of the machinery, 15 years are not much. It is not only the breakdown of the machinery but there is the breakdown in the management also. The relations between the officers and the workers are not cordial. The management is not efficient. Something is wrong with the management, and the Ministry will have to look into this matter.

I said in the beginning that this antiLiotic factory is located near Poona which is in my constituency and so, I am interested in its functioning. Not only is it in my constituency, but I happen to be the President of the Hindustan Antibiotic Mazdoor Sangh also. I had a discussion with the workers as well as the management and I have tried to convince the management that the running of a factory in the public sector is not like running an office. It requires a human touch to understand human relations. The workers there had resolved in a resolution that the production should be the priority and that they will devote all their efforts to increase the production.

As far as the new projects, the vitamin C and neomycin sulphate projects are concerned, they are on paper only. It has been said that the production will start by 1971-72, but the state of affairs in the company is such that if they continue like this for one or two years more, I do not think they will start production of these items, namely, vitamin C and neomycin sulphate.

One word about fertilisers. The production of fertilisers has not been able to catch up with the demand for fertilisers by the agriculturists. The production is low, and the prices are very high. The remedy is that you should have more fertilizer factories and also expand all the existing units. You should have these factories in the public sector as well as in the private sector because the agriculturists need fertilizers. We should also import fertilizers if necessary, and there would not be any harm if during the next five years licences are given to the private sector for the production, manufacture, of fertilisers.

One word about molasses and I will finish. Molassess are a very important by-product in the sugar factories. Molasses have got a relation with power alcohol and alcohol for human consumption. With the increase of sugar in the sugar factories in this country there is a large production of molasses. That is wasted. Tons and tons of molasses are being wasted by the sugar factories. Molasses have been thrown into the rivers. They are burnt. And there is shortage of power alcohol. If we can manufacture alcohol for human consumption from the molasses we can export and earn foreign exchange. But the Government is not giving licences for the production of alcohol. If we are not going to waste or if we are going to utilise the molasses for alcohol production and the bagasse in the sugar factories for the production of newsprint, I think we should be able to sell sugar at a much cheaper price. But we are not doing that.

You are not giving me more time. The time at my disposal is not enough. I will only urge the Minister, who has taken charge of this Ministry only three months back, to try his utmost to give a new look to this Ministry and see that it functions well.

With these words, I support the Demands for Grants.

SHRI P. K. DEO : Sir, with the advancement of science and technology, this ministry has got a very important role to play in shaping the destiny of this country. We swear by public sector undertakings and nationalisation, but there is always a big gap between precept and practice. You will be surprised to know that the Industrial Development Corporation of the State of Orissa applied for a licence for a polyester fibre plant. Dr. Triguna Sen, the then minister-in-charge promised that the licence would be issued and the IDC could go ahead with the production. But something happened. My friend, Mr. Malaviya, who had been associated with this ministry in the early days, will be most astonished to know that that licence was not given to IDC but it was given to one Mr. Sen of Sen-Raleigh cycles, just 15 days prior to the elections. To raise election funds, a private individual was patronised and the cause of IDC was sacrificed. This is the way we practise socialism in this country.

[Shri P. K. Deo]

The other day, the House was seized of the scandal of the ONGC, regarding the sale of Nazira estate and Lukwa tea bushes and compensation paid to the tune of Rs. 46.67 lakhs. Three CBI reports are pending against Mr. Johnson. Still he is not suspended and he is now working as Vice-Chairman of the Agriculture Commission.

MR. CHAIRMAN : Is the case pending before the court ?

SHRI P. K. DEO : I have no idea. CBI is not a court. It is police investigation. All the big shots who contribute large sums to the Congress Election Fund like** and others are assisted....

MR. CHAIRMAN : I will not allow any name to go on the record of any person who is not in the House and is not in a position to defend himself. That will not go on record.

SHRI P. K. DEO : He lost the election. How can he defend himself ?

As early as 1968, the Estimates Committee of the Fourth Lok Sabha in their 50th report, highlighted the gap between the actual production of crude oil from the indigenous sources and our actual demand. The gap was estimated to be to the tune of 20 million tonnes. They suggested that search for oil should be intensified. As a matter of fact, in Orissa and in Andamans, some survey has been made regarding oil exploration, but it was stopped midway and not proceeded with. There should have been a gravity magnetic survey and seismic survey, but these things were not done. I submit that scientific search for oil should be carried on intensively in Orissa coast and Andamans.

I am glad this ministry have provided a scheme for awarding agencies of IOC to the unemployed graduates of the low income group. This is a good thing, but in allotment of dealership, there has been so much of wirepulling and these graduates of the low income group are asked to furnish securities. How is it possible for them to furnish securities ? If the intention of the Government is really to help them, they should not ask for securities. They should advance money and give the agency on their own personal security.

Coming to fertilizers, I do not like to repeat the various arguments advanced by the previous speakers. But I would like to point out that there is acute shortage of fertilizers and therefore the prices are being controlled by the universal law of supply and demand. Consequently, there is widespread black-marketing in fertilizer. I feel that government should strain every nerve to set up more fertilizer plants to meet the growing demands of the agriculturists who have taken to this new technique of using fertilizer.

Coming to oil prices, it is a regular feature of the budget to increase the oil price. Though this year there has been no increase in the price of kerosene, the price of petrol has gone up which will hit the transport system. Naturally, the prices of consumer goods will go up, especially of perishables which are generally carried by motor transport.

The cost of passenger transport will also go up. Recently the taxi fares were raised in Delhi, much to the discomfiture of the travelling public. Today there is a strike in Bombay, demanding increased fares consequent on the increase in the price of petrol. All these things add to the burden of the common man.

Taking all these points into consideration, I hope that a Minister of the dynamism of Shri P. C. Sethi will take personal interest in the Ministry and try to rectify the defects pointed out here. I again request him to re-examine the application of the Industrial Development Corporation of Orissa State for the grant of a licence for putting up a polyester fibre plant in Orissa State.

SHRI S. R. DAMANI (Sholapur) : Sir, while supporting the demands of the Ministry many hon. Members have drawn attention to lapses and other charges against some of the officers of the Ministry. I hope the hon. Minister will look into those charges and take suitable action against those found guilty. The public sector has to play a very important role in the years to come. So, those who work there should be very efficient and they should be able to give a good account of their working so that the public sector can contribute to the economy of the country in a large measure.

This is one of the most important Ministries which has to contribute a great deal to the

**Expunged as ordered by the Chair.

economic advancement of the country. The development of a country nowadays depends very largely on the development of fertilizer and mineral oils. In this connection, let us see the progress we have achieved during the last three or four years. Though our crude production has touched 7 million tonnes, unfortunately, it has remained stationary there. During the last three or four years there has been no increase in the production of crude and the result is that every year we have to import huge amount of crude from abroad. In 1967-68 our import bill of crude was Rs. 80 crores, which has gone up to Rs. 94 crores in 1969 and Rs. 120 crores in 1970. This year it may be round about Rs. 160 crores and by 1974-75 it may reach Rs. 220 crores. Therefore, it is very essential that every effort should be made to increase the production of crude oil so that we can become self-sufficient and save foreign exchange. Fortunately, we have refining capacity of 20 million tonnes while our production is only 12 million tonnes.

Now, we are adding to our refinery capacity. We are making an investment there. But as far as crude oil is concerned, there is not much that is being done. I would ask the hon. Minister who has just taken over the Ministry and who is aware of the responsibility and the needs of the country to take suitable measures to increase the production of crude oil in the country. Where is the crude oil available? According to a survey made, most of our oils are on the high seas. In Gujarat, the crude oil in the oil fields is going to decrease. After 2 or 3 years, the production is going to come down. The only chance to get crude oil is on the high seas. The high-sea operations require a lot of money and time. So, immediate action is required to draw out oils from the high-seas. In order to meet our urgent requirements of crude oil, I would suggest to the hon. Minister that he should negotiate with other countries which are experts in this line to come to our country in a joint venture and start drilling at several places simultaneously so that we can get the crude and meet the requirement.

Our demand is increasing. In doing this, what are we to lose? We are going to get the crude oil. We are going to save foreign exchange. They are going to make an investment. They are not going to take crude oil from here. It will be used by us. They may take some profit. But after all we will save foreign exchange. We will not have to make an investment. In our budget, in our planning, a very small amount has been kept for this purpose. With that amount, it will not be possible to achieve this. It requires sophisticated technical know-how. This is a very serious matter and I would request the hon. Minister to look into the suggestion made that some countries which are expert in high-seas drilling operations may be contacted and, if possible, they can start a joint venture so that these drilling operations can be taken up and we can save foreign exchange and meet our requirements.

We have got ample oil resources. That has been ascertained. But it is for us to take it out. Without that, we cannot meet our increasing demands.

Secondly, I would like to say something about fertilizers which are very essential. The Ministry is in-charge of both crude oil and fertilizers. The fertilizers are very essential and they are the life of country. As regards fertilizers, still the position is the same. Our demand is increasing and the production is not there to meet our demand. Some licences have been given but the production will come after some years only. Out of the public sector fertilizer projects, some are working satisfactorily. Nangal and Gorakhpur projects are working satisfactorily. Apart from getting profits, they are running at full capacity. But I am sorry to say that the performance of projects like Kamrup, Trombay and Naharkatiya is very unsatisfactory. They are working at 50 per cent capacity. Half of their capacity is lying idle. There is something wrong with them. Their working should be improved; their efficiency should be improved. Apart from the losses incurred, how much are we suffering because of the idle capacity? We have to import fertiliser from other countries and pay them in foreign exchange. Here, I would also suggest that whosoever comes to put up a fertiliser factory either in the private sector or in the public sector or in the joint sector should be given an opportunity. I would prefer that licences are given to the joint sector or the cooperative sector and that should be encouraged so that the country becomes self-sufficient in fertilizers. And we can save the foreign exchange which we are spending now.

One more word. Every year we are importing large amount of chemicals. There is great

[Shri S. R. Damani]

scope for establishment of new chemical industries in the country so that our country may become self-sufficient. Here, the necessity is to take prompt action and I would request the hon. Minister. I also associate myself with the other hon. Members that he is a very learned person, he is a practical person and has knowledge of administration and I am sure he will be able to remove the defects and bring this Ministry to a more efficient level and he will take necessary action to increase our fertiliser production so that we can save valuable foreign exchange.

With these words, I thank you, Sir, for giving me an opportunity to speak

श्री एन० एन० पांडे (गोरखपुर) . सभापति महोदय, समय बहुत कम है, इस वास्ते मे आपका ध्यान केवल फर्टिलाइजर कारपोरेशन की तरफ ही दिलाना चाहूगा । खेती बाडी के मामले में आज फर्टिलाइजर का स्थान बहुत महत्वपूर्ण हो गया है। हमे जो पत्रिका दी गई है उसमे फर्टिलाइजर कारपोरेशन की जितनी कैपेसेटी है, हर कारपोरेशन की जितनी कैपेसेटी निर्धारित की गई है, आप देखे कि क्या उस कैपेसेटी के मुताबिक वे काम कर रही है, उस तक पहुच रही है या नही और अगर नही पहुच रही है तो अडचने क्या है, दिक्कते क्या है, इसको आपको देखना चाहिये और उसको दूर करना चाहिए ।

दो फर्टिलाइजर कारपोरेशन के सम्बन्ध मे मै कुछ कहना चाहता हू । गोरखपुर मे खाद का कारखाना है । उसकी कैपेसेटी अस्सी हजार टन से ऊपर रखी गई है । पिछले साल 73,000 टन के करीब उसने उत्पादन किया। दूसरे साल एका-एक वह घट पर पचास परसेंट से भी कम हो गई, 45 परसेट तक वहां की कैपेसेटी चली गई । कहा गया कि बिजली के ब्रेक डाउन की वजह से ऐसा हुआ । आज स्थिति क्या है ? जो उत्पादन होता है उस मे मजदूर का बहुत बड़ा हिस्सा होता है । यदि वह सतुष्ट है तो कारखाना अच्छी तरह से चलता रहता है और प्रोडकशन बहुत अच्छी तरह बढ़ सकता है । इस सदर्भ मे मैं आपका ध्यान गोरखपुर के कारखानों की तरफ दिलाना चाहूंगा । चेयरमैन महोदय कई बार उसको विजिट कर चुके है । वहां किसानों को उजाड़ा गया और यह कहा गया कि उनको जगह दी जाएगी और काम भी दिया जाएगा । डिस्ट्रिक्ट मैजिस्ट्रेट ने उनको सार्टिफिकेट भी इशू किये । लेकिन स्थिति क्या है, इसको आप देखें । वहां पर बाहर के लोगों को चपरासी तथा क्लर्क तक के पदो पर रखा गया है और वहां के लोगों का नही रखा गया है । आज हम मजदूरो के मैनेजमेट मे पार्टिसिपेशन की बात करते है और कहते है कि अगर वे 'एफिशेंट' होंगे तो ऊंची से ऊंची जगह पर वे जा सकते है । गोरखपुर के खाद के कारखाने मे 'एफिशेट स्टाफ' जो लोकल है पड़ा हुआ है लेकिन उनकी न तो इज्जत की जाती है और न आगे बढने दिया जाता है । बाहर के आदमी जो अनेक बडे अधिकारियो के मित्र एव रिश्तेदार है, उनको लाकर रख लिया गया है और गोरखपुर तथा पूर्वी जिलो के जो लोग है उनकी उपेक्षा की गई है । पूर्वी जिले सब से गरीब है । वहा के लोगो को नही रखा जा रहा है । वहां के अफसरो को प्रोमोशन नही दिया जाता, वहा के स्टाफ को प्रोमोशन नही दिया जाता, बाहर के लोगों को रखा जाता है । यदि माननीय मत्री जी सारे हिन्दुस्तान का उत्पादन का आकडा ले कर देखेंगे तो यह पाएंगे कि जहा श्रमिक स्थिति अच्छी है, लेबर सेटिसफाइड है उत्पादन बढ़ा है । लेबर सेटिस्फाइड नही होगा तो प्रोडक्शन कैसे आगे बढ़ सकेगा ? मै इस तरफ माननीय मंत्री जी का ध्यान आकृष्ट करना चाहता हूं ।

17.00 hrs.

दूसरी बात मैं कहना चाहता हू। वह क्रूड-आयल की बात है । एक रुपये बोतल केरो-सिन आयल हमारे गोरखपुर ऐसे गरीब जिले में बिक रहा है । कल जो मेरे पास पत्र आया है उससे मालूम पड़ता है कि वह भाव अब डेढ़ रुपये बोतल हो गया है । यह ब्लेकमार्केटियर्स सारी होर्डिंग करते हैं, वह जखीरेबाजी करते हैं । गरीब लोग जो केवल अपने घरों में चिराग जलाते

हैं आज उस के लिए उन को मिट्टी का तेल मुअस्सर नहीं हो पा रहा है । इसकी तरफ मैं माननीय मंत्री जी का ध्यान आकृष्ट करना चाहता हूं ।

श्रीमन्, मैं इंडियन आयल के बारे में क्या कहूं ? जब ऊपर के ही लोग आज ऐसा काम कर रहे हैं, इम्पोर्ट का मामला है, उसमें पांच परसेंट लोग लेते हैं जहाज पर चढ़ाने के लिए, हमारे सेक्रेटेरिएट के अफसरों के रिश्तेदारान, मैं नाम नहीं लेना चाहता, उन के रिश्तेदारान आज कम्पनियां खोले हुए हैं और कम्पनी खोल करके पांच परसेंट के हिसाब से जहाज पर सामान चढ़ाने के लिए वह पैसा लेते हैं । माननीय मंत्री जी चाहेंगे तो मैं उस कम्पनी का और वह जो अफसर हैं उन के नाम मेरे पास है, वह मैं उन को लिख कर भेज दूंगा । आज यह हालत चल रही है । इसके लिए कोई डायनेमिक ऐक्शन लेना पड़ेगा चाहे आयल का मामला हो चाहे फर्टिलाइजर का मामला हो, जो टाप हेवी ऐडमिनिस्ट्रेशन है जहां पर सब से ज्यादा अफसर लोग हैं, उनको खत्म करना होगा तभी पब्लिक इंडस्ट्रीज की आप सेवा कर सकेंगे, और आप का प्रोडक्शन बढ़ सकेगा, तभी आप को फायदा हो सकेगा । नहीं तो अगर आप ने टाप हेवी ऐडमिनिस्ट्रेशन को खत्म नहीं किया तो कारपोरेशन घाटे में चलेगा और सारे ऐसे लोग जो प्रतिक्रियावादी हैं, जो रजतपसन्दी ताकतें हैं, जो चाहती हैं कि पब्लिक अंडरटेकिंग्स पनप न सकें वह आप का हमेशा विरोध करते रहेंगे । इन शब्दों के साथ में अनुदान का समर्थन करता हूं ।

SHRI RAJA KULKARNI (Bombay-North-East) : I would characterise the performance of the Petroleum and Chemicals Ministry as poor in petroleum, unsatisfactory in fertilizer, fair in chemicals and good in petro-chemicals.

In the short time at my disposal I will confine myself to petroleum where poor performance is there. Our crude prodution in 1970 has been 6.8 million tonnes. It shows only 1.3% increase over the previous year. It is a poor performance. When previous rate of increase in production of crude was 14 or 15 per cent, the current rate of 1.3% only shows that production is going to stagnation level. Where do the public undertakings stand ? That is the question. It is not only in crude production, but even in refinery capacity too. At present we produce 18.4 million tonnes and our targets for 1974-75 are placed at 30 million tonnes. With the current rate of 5 1/2 per cent increase in the refinery production, it is not at all possible to reach the target of 30 million tonnes in 1974-75. It seems that the whole programme of this Ministry in this regard is in a mess. Crude has become the crux of the whole policy. It is in crude production that we are suffering.

Of the two public sector undertakings responsible for crude production, one has reached saturation point. It is a small one, operating in Assam—Oil India Limited. Its performance has been good. The other responsible is the ONGC. It is this which has become a sick organisation.

Various references have been made in this House to the bad performance both of the managerial working as well as about the policy and programme of this organisation. I do not want to add to it, but it is interesting to note that the headquarters of the UNGC are located in a building which is said to be the palace of a prince. Therefore, it appears that the ONGC has not only acquired a palace but also acquired the tradition of a princely house. I am referring, Sir, to the palace intrigues.

This organisation has no chairman since October last. The ex-chriman is already involved in some cases where inquiries are going on. I need not mention them because they have already been mentioned in this House. But in the absence of a chairman, the full-time directors are all sitting, showing a facade of working together, but everybody is pointing towards the other about the mistakes and looking at the others with suspicion and prejudice, and that is how it has become a palace intrigue. It is very difficult now to work up this organisation. The chairman's post has not been filled up. We do not know what is coming in the way of the Government's decision. I am told that there are people who have been approached, but they have refused to come in, looking to the performance of the organisation. But there are people who have shown courage to bring this organisation up and to lift it out of the old mess but they are not allowed to

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enter this palace. This is what is taking place. I would, therefore, seriously like that the Petroleum and Chemicals Ministry takes a very serious note of the performance of this organisation, on which the development of petroleum industry depends.

With regard to the other programmes of this organisation, so far as the Aliabet off-shore drilling is concerned, more than one year has passed, but only one oil well has been drilled; and even today the organisation is not in a position to say whether commercial production in the off-shore drilling is possible or not This organisation has taken more than double the time for commissioning the crude pipeline in Gujarat.

This organisation has a subsidiary, namely the Hydrocarbons which is a very important organisation which I would like to mention; because of this, the whole crude policy comes into the picture. This Hydrocarbons is a subsidary of the ONGC. It is doing operations in the Iranian oilfields in collaboration with some of the consortium of foreign firms. Its operations have taken place for nearly one year, and 1.36 million tonnes of crude is the share from the Iranian oilfields for the Hydrocarbons. We in India are short of crude and we are expanding our refinery capacity. But our of 1.36 million tonnes, 1.16 million tonnes of crude has to be sold to other countries. We are selling crude to other countries when we do not have the crude here. It only means that the programme, construction and design of the Coastal Refineries, the Cochin Refinery and the Madras Refinery were not drawn up at all in consultation with or in co-operation with the crude production programme of the ONGC. This is what is taking place in the Petroleum Ministry, and I hope that the hon. Minister will take note of this.

MR. CHAIRMAN : Now, the hon. Member should conclude.

SHRI RAJA KULKARNI : I have a very important point to make.

MR. CHAIRMAN: Everybody has something important. The hon. Member should conclude now. I am going to call the hon. Minister now.

SHRI RAJA KULKARNI : I have an important suggestion to make. I am connected as a trade unionist with almost all the petroleum undertakings in this Ministry, and my experience has been that the Petroleum Ministry needs a labour expert as its Secretary. In the absence of a labour expert at the head, industrial relations have been worse is almost all the public undertakings under this Ministry. This is a Ministry, the public sector undertakings under which are completely distinct from other public undertakings under other Ministries. This Ministry has many foreign collaborations.

There are highly sophisticated plants in operation, It is a continuous process. But what is worse is the state of industrial relations. In the absence of good industrial relations, these public sector undertakings are not showing good results. The expenditure on account of wages and salaries in all these sophisticated public sector undertakings comes fourth. In most manufacturing concerns, after raw matrlals, generally it is the wages bill that comes next. But in the balance sheet of the FCI, apart from raw materials, the fuel expenses are more than the wages bill; depreciation charges are more than the wages bill. That industrial relations are not as they should be in such industries is a matter to be looked into and rectified. In this industry international technology is being used. If the industry is to be brought up to the mark, industrial relations have to be improved. For this, a new Secretary who has got labour experience should be appointed so that he could deal with these problems in the way they should be dealt with.

THE MINISTER OF PEROLEUM AND CHEMICALS (SHRI P. C. SETHI) : I must thank hon. Members for the keen interest they have evinced on this subject. I would also thank them for the very valuable suggestions they have offered. I have taken a very careful note of the various criticisms levelled here and would try my very best to profit from them and take action, wherever it is called for.

The petroleum and chemical industry today is a very big complex not only in our country but throughout the world. In 1920, the total consumption of fuel, petroleum and gas was about 20 per cent of the total requirement: but in 1964, it had gone up to 54 per cent and today the total energy that is supplied for consumption is in the range of abont 60 per

cent. That itself speaks for the importance of the industry.

Developments in chemistry in this century have been so fascinating that it would not be inapropriate to say that chemistry has become the fountain-head of the progress of Science and technology in modern times. As far as my Ministry is concerned, it is not only in the form of petroleum products but apart from petroleum and chemical fertilisers, use of various pesticides and insecticides in plant protection, dyes, synthetic fabrics, synthetic rubber and plastice has been growing at a phenomenal rate so much that about one-third of the total requirement is now supplied by artificial products.

It is in this context that I would seek the indulgence of the House to the challenges this industry has to face. Until the early fifties, consumption of petroleum products in India was very low. Naturally, the search and exploration of oil was also very negligible. Since the formation of the Oil and Natural Gas Commission as a statutory body in 1959, the search for oil really began in right earnest. Up to the end of 1970, the Commission had carried out extensive surveys for exploration in various parts of the country. Geophysical survey combined with geological work has led to the delineation of a large number of favourable structures in different sedimentary basins in our country. By the end of April 1971, about 888 wells were drilled by the ONGC of which 497 were found to be oil-bearing, 66 were gas wells and 73 are still undergoing tests. Wells declared dry are abobt 233. The remaining 22 wells were drilled for injecting with in the Ankleshwer field for pressure maintenace. Thus, on an average approximately three in four wells drilled by this organisation have been found to be oil or gas bearing.

The total number of structures drilled by the Commission is 88, of which 77 structures were fully tested. Twenty-eight of these were found to be oil/gas bearing, commercial and non-commercial. Elven of these 28 oil/gas structures have been put into production.

Including the structures that are still to be put into production like Galeki, Borholla etc., we may take it that one out of five structures drilled by ONGC is capable of being exploited commercially.

The Commission has been able to produce about 19.65 million tonnes of crude up to April, 1971. The Commission's success owes a great deal to the help and technical guidance from many friendly countries like the U. S. S. R., Rumania, France, U. K., Italy and U. S. A. but the fact remains that the biggest help has come from U. S. S. R.

A number of young technical and scientific personnel of the Commission have also been trained in various branches of oil technology in foreign countries. The experience that we have gethered in our own country as well as the international experience in oil exploration is tending the show that the prospects of finding large oil fields are more promising in off-shore areas. As such, the Commission decided to conduct exploration in the off-shore area of the Gulf of Cambay. The first well was spudded in March 1970 by the Prime Minister. On completion of this well, oil has been seen, but the commerciality of the find has not been established. A technical study is being made as to what future programme of drilling is to be carried out on this structure.

Shri Raja Kulkarni said that one year has been spent and no commerciality of the oil has established in this well. I would like to point out that this is an absolutely new area where we are operating. Generally the geological survey, the geo-physical survey and the seismic survey up to the spudding of the well and the establishment of the commerciality of a well takes anything from seven to ten years, and therefore, it would not be correct to expect that by drilling one well we should strike oil. Certainly oil exploration in the off-shore area has got to be intensified, and that is why now we are proceeding with further exploration in the Bomboy High area. For this we have already concluded a contract with Mitsubishi of Japan for the construction of a self-propelled jack-up platform, and another contract has been signed with the International Co. of U.S.A. to provide the necessary technical assistance and to provide training to ONGC's technicians. But the fact remains that in view of the increasing demand for crude oil the world over, and also on account of the recent agreements of the oil producing countries, the prices of crude are shooting up.

A point was made by Shri Sat Pal Kapur that no insurance company was prepared to offer

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insurance to the jack-up platform that we have got from Japan. This is entirely wrong. This platform is being obtained after considerable technical advice that we have got. We also do not require four ships as he mentioned, but we will require two vessels for carrying various materials to this jack-up platform from the coast. These ships most probably would be manufactured in the Mazgaon Docks. Therefore, it is not correct to say that the platform would not be useful and that in order to make it useful we will have to acquire four more vessels. Similarly we require some vessels for seismic surveys etc. The type of ships required from the technical point of view will have to be acquired and we are already proceeding in this matter so that we can fill up the gap.

In view of the mounting price of crude on account of the agreement between the oil producing countries and the oil companies, the only answer to the present situation is that the search for crude has got to be intensified not only in the inshore areas but also in the offshore areas. The offshore activities carried out by the ONGC at present have got to be activated and intensified and to this extent we would require technical know-how, equipment and resources. To locate the many promising offshore structures, as has been pointed out by Mr. Damani we need to drill wells in offshore areas. Other areas have also to be surveyed drilling operations will have to be started elsewhere.

Mr. Chittibabu from Tamil Nadu made a point that no exploration work was being done in the Madras coastal areas. We have got this area in view for survey work but priorities will have to be fixed in view of the available resources and therefore we shall have to start work at first in such areas which are more promising as compared to those areas which are less promising.

He has also made a point that the public sector undertakings in this Ministry are not taking care to give proper respect to the State Chief Minister and other Ministers. I have tried to ascertain facts. The fact is that the inauguration of the refineries was done by the President. The Chief Minister was invited. But the Chief Minister suggested that instead of asking him to come it would be better if the Industries Minister could participate in the function. In fact the speeches which were to be made had been printed in the name of Shri Madhavan and Shri Madhavan was to come. He was also to speak. Unfortunately on account of some reasons he also could not come. Therefore, it is not the fault of the management and it is not correct to say that we are not taking proper care.

As a matter of fact we do require the support of the Chief Ministers and the local people wherever these industries are. I would request particularly the hon. Members of the DMK Party that in Madras we are facing a special situation where the State Government has levied certain taxes which are causing us great hardship and if the same course is adopted by other States, it will certainly affect the profitability of most of the public sector plants. It is not only a question of giving respect, it is a question of having reciprocal arrangements whereby we assist them and we require their assistance also.

I should like to point out that the techno-economic study in respect of inshore areas is now being conducted by an expert team of Soviet people and ONGC technicians. I am expecting this report to come by September this year and as soon as we receive the report we shall try to profit by this report and try to expand the activities of drilling and other operations. This scheme was initiated by my distinguished predecessor Dr. Triguna Sen and I am sure that it has done good work.

I would like to bring to the notice of the hon. Members that exploration and drilling is an extremely costly and uncertain business. It is also a long-term operation. Wells drilled may prove to be purely exploratory or wild cat wells. Some examples may be useful. I should like to give a few examples from other countries. In Australia 125 wells were completed out of which 111 proved to be dry. In Libia 349 wells were completed out of which 301 proved to be dry and in the USSR 51,156 wells were completed out of which 19,578 proved to be dry.

In the USA, 43126 wells were completed out of which 16,762 were proved to be dry. We would consider ourselves fortunate enough that as far as the total number of wells that have been taken up by the ONGC as yet, the

percentage of wells that had proved to be dry is comparatively less as compared to these figures. The operations are certainly very expensive, and it is in this light that the performance of the ONGC has to be judged.

Having said this, I would certainly like to tell the more hon. Members that I am very much concerned to know that the ONGC has not been able to make any significant oil finds for the last two years and a half since their last find made towards the end of 1968 of the two fairly sizeable oil-fields, namely Sobhasar in Gujarat and Galeki in Assam.

I also feel that the ONGC is in need of more sophisticated equipment. Its deployment of the present rigs and equipment is also not very satisfactory. It is also in need of a more progressive personnel policy, particularly for promoting the management capabilities and developing higher technical competence in key personnel. The financial and administrative structures of the ONGC also require to be examined. Keeping all these aspects in view I have decided to constitute a high-powered expert committee which would be announced very shortly, say within seven to 10 days—and I would like this committee to give us a report within about three months so that we can take necessary remedial and other measures in the light of this committee's report.

Having said this about the ONGC, I would now like to invite the attention of the hon. Members to the refining and marketing problems. In oil refining, we have been maintaining near self-sufficiency in recent years except for the import of some kerosene oil and furnace oil. The present capacity in the country is about 20 million tonnes. Out of this the indigenous production of crude is about seven million tonnes. The rest is imported by both the joint ventures and the private oil companies. The private oil companies, as per the refinery agreement, have the right to import their own crude. Here is where the pinch lies. A suggestion was made as to why we do not import the crude on the basis of world-wide tenders. According to the refinery agreements, the oil companies have been authorised to bring their own crude and this refinery agreement will continue up to 25 years. We are taking legal opinion as to what could be done about it. Certainly, this is where the whole thing has to be judged. The world prices of crude are soaring high by the agreement of the oil-producing countries, and this has focused our attention to the most crucial question of refinery agreements. The whole question of these agreements and the various alternative ways of dealing with it, whether by equity participation or straightway nationalisation, are engaging our attention in all its legal, financial and national interest aspects, and it will be my endeavour to come to some broad line of action in this matter as early as possible.

Now, as far as the present refining capacity and the future requirements are concerned, I would like to point out to the hon. Members that the Indian Institute of Petroleum in their study have pointed out that by 1975, the requirements of crude in our country would be 34 million tonnes, although the other studies conducted show that the requirements of crude by the end of the Fourth Plan would be to the tune of about 28 million tonnes. Now, even keeping this low figure of 28 million tonnes, I would like to point out that the present capacity to refine 20 million tonnes would be had by Cochin expansion, one million tonnes; Haldia. 2.5; Koyali (revamping), 0.7; Barauni, 3rd unit, 1.2; and Bongaigon, one million. This would be in all 6.4. This would bring us to 26.4 million tonnes of refining capacity. Even if we take 28 million tonnes, the fact remains that even as far as the refining is concerned, we would be short of refining capacity by the end of the Fourth Plan period, and that is why we have.... (*Interruption*)

SHRI RAJA KULKARNI : Provided all work with full capacity.

SHRI P. C. SETHI : That is of course there. Therefore, this problem will have to be tackled, according to me, in three ways; (1) to implement the programme in hand as speedily as possible; (2) to establish a much-needed refinery in the north-western region with a designed capacity of 6 million tonnes. If this project goes on stream in 1976 and if we take action on it right from now, the deficit will be more or less wiped out, as by that time, refining at Haldia would have been expanded by another one million tonne; (3) by reducing consumption of oil, without affecting the economic development of the the country. As pointed out by my learned friend, Shri Panigrahi, for evolving a national fuel policy and for finding out ways and means as

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to how we can keep down the consumption of petroleum products without affecting the economic development of the country, the Ministry had appointed a study group. It has submitted its report, which is under examination. The national fuel policy question is also being examined by the Planning Commission. Shri Venkataraman is doing that exercise. We hope that this exercise will be completed by the Planning Commission as early as possible, to that all the Ministries concerned may sit together and evolve a national fuel policy, which is absolutely essential from all points of view, because whether it is a question of feed stock or the use of coal or the use of diesel, all these have to be decided in the light of a national fuel policy. I completely agree with the hon. member who has suggested that there should be a national fuel policy; particularly in the position that we find ourselves in, on account of crude prices and crude shortage, this will have to be done as early as possible.

I come to the Indian Oil Corporation. It is today the largest marketing oil company in the country. Its share of all-India sale of petroleum products was 28.5 per cent in 1965-66; 52.7 per cent in 1970-71 and is expected to be 62.3 per cent in 1973-74. This achievement has been registered in the face of very stiff competition from the foreign oil companies established in the country for decades. IO'cs profitability has been the highest amongst the public sector companies. But so far as profitability of IOC is concerned, it has to be judged not only from what it is giving today but from the point of view whether it can improve. I certainly agree with what Shri Unnikrishnan said that the profitability has to be improved. Wherever efforts have to be made to increase the profitability, that would be certainly taken up with the IOC and wherever remedial measures are necessary, they can be initiated.

As some hon. members pointed out, a significant feature of the IOC's sales scheme introduced a little over a year and a half ago by my predecessor, Shri Triguna Sen, is the scheme of awarding agencies and dealerships to young graduates coming from low-income groups. This scheme is commendable both as a departure from the earlier policy of appointing dealers under which generally the prominent dealers of substantial means were coming to acquire more and more pumps and also because it is intended to serve the social purpose of providing gainful self-employment to engineering and other graduates coming from families of low-income group. But for various reasons, the scheme has so far made slow progress and is not free from problems. We have been receiving a large number of recommendations, complains and counter-complaints. I would very much like to benefit from the valuable suggestions of hon. members as to how best the scheme could be improved upon, whether the cooperative sector has to be given predominance, whether the selection board, which at present consists only of IOC officials has to be broad-based, taking into account the local principal, etc. We are also examining all these matters, but at the same time, I would certainly invite suggestions from hon. members. I would also invite them to come and discuss it with me, so that wherever there are deficiencies, they can be removed.

I would also like to say a few words about pricing. The prices of petroleum products, including kerosene and motor spirit, have been determined on the basis of the prices committee appointed from time to time and fixed on the basis of import parity.

With effect from 28-5-1971, the ex-refinery prices of petroleum products were increased. Shantilal Shah Committee had suggested increase by four per cent in product prices for every 10 cents increase in crude prices. As per this formula the increase in petroleum products demanded is 16 per cent, Government, however, has not agreed to increase to this extent but has allowed an increase which is equivalent to 8 per cent. A question has been raised here about prices of petroleum products. In this connection, I would like to point out that the determining factor in the prices of the crude; however, the fact remains that on 1-3-1968, the duty free prices of motor spirit and kerosene were Rs. 224.13 and Rs. 235.63 per kilo litre. The price increase today is by Rs. 395.85 in motor spirit per kilo litre, Rs. 84.57 per kilo litre in kerosene out of which the excise duty element increase is Rs. 378.78 per kilo litre in motor spirit and Rs. 64.51 in kerosene. It is, therefore, clear that prices of petroleum products as such has increased on account of other factors, which are beyond the control of this Ministry.

I now come to fertilizer. As far as fertilizer production is concerned, government will

continue to follow the policy of diversifying the feed stock for manufacture of fertilizers, to include gas, naptha, heavy residual fuel and coal. As an interim measure, government has also allowed the use of imported ammonia to public sector projects, namely, Trombay expansion and Cochin Phase II and to the DMCC project, as this was agreed to in this case before the policy on feed stock was decided. A number of projects are at present based on naptha, but even in the case of naptha-shortages are likely to arise after 1972 ; therefore, it will be government's endeavour to reduce dependance on naptha and base these projects on feed stocks such as coal, LSHS or fuel oil. Two coal-based projects, Ramagundam and Talcher, both in public sector have been taken up for implementation and I will endeavour to get the phasing of Korba done as early as possible so that it would also be taken up soon.

SHRI R. V. BADE (Khargone) : What about Korba ?

SHRI P. C. SETHI : We are trying our best and we want to take up Korba also as soon as possible.

SHRI P. K. DEO : What about Paradeep ?

SHRI P. C. SETHI : There the feasibility report is being awaited.

I am glad to inform hon. Members that Durgapur, Cochin and Madras expected to start commercial production this year. These together with FACT's fourth stage expansion, which has already gone on stream, will add half a million tonnes fertilizer production in the country, in this year.

The existing capacity of nitrogenous and phosphatic fertilizers is of the order of 1.344 m. tons and 0.421 m. tons respectively. The requirement assessed for 1971-72 is 2.4 m. tons of nitrogen, 0.93 million tons of P_2O_5 and 0.56 million tons of K_2O (Potash). Thus, it is apparent that there will be a shortfall and the demand will have to be met by imports. The import have been of the order of Rs. 153.75 crores in 1968-69, Rs. 112.23 crores in 1969-70 and Rs. 751 crores in 1970-71. The total capacity of nitrogen and P_2O_5 under construction is 1.668 m. tons and 0.431 m. tons respectively. Another capacity of 1.524 m. tons of nitroegn and 0.708 m. tons of P_2O_5 is approved in principle, bringing the total to 4.536 m. tons of nitrogen and 1.560 m. tons of P_2O_5 K 5. Continuous efforts are being made in public sector projects and FCI to improve the operation, maintenance, production, sales and construction of plants in hand, but I would admit that there is scope for improvement and FCI has been asked to improve its performance. However, the fact remains that we shall be able to bridge this shortage in nitrogen by 1975-76 when the production and requirement will be 3.9 million tons but we shall have to continue to import K_2O from outside. It is also hoped that as far as P_2O_5 is concerned, we are moving in that direction. But as far as other fertiliser based on potash is concerned we will have to import till we are able to find potash in our country.

Now, I would like to say a few words with regard to design engineering and fabrication of fertiliser plants. The planning and Development Organisation of the F. C. I. as well as the Engineering and Design Organisation of the FACT have over the past few years been enabled to enter into process licence arrangements for building fertiliser plants. In fact, the detailed design and engineering of the plants at Durgapur, Cochin, Namrup and Barauni have been done by one or the other of the two organisations. Similarly, in the case of fabrication till 1966, the country depended on the import of considerable items required for setting up of fertiliser projects. But the situation is changing and more and more items of work, such as, instrumentation, compressors, high pressure equipment like convertors and reactors, high pressure pumps etc. are being manufactured in our country. Still 40 per cent equipment is imported It should be possible before long to reduce the foreign exchange element to 15-20 per cent of the total cost of the fertiliser plant.

Sir, as far as petro-chemical complex is concerned, my colleague, Shri Dalbir Singh has already said about it. Therefore, I would not like to take much time of the House on that. But I would like to point out only one thing. A point has been made here almost from all the States and every now and then we have been receiving letters from the States concerned that petro-chemical complex should be opened up in all the States. My hon. friend, Shri Chittibabu said about Madras and a point was also

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made about Kerala. There is also a demand for a petro-chemical complex in Andhra Pradesh and there is also a demand for Mysore.

AN HON. MEMBER : What about Bihar ?

SHRI P. C. SETHI : As far as Bihar is concerned, about Barauni petro-chemical complex, the feasibility study is being made and it will come. We will try to expedite it.

As far as petro-chemical complex is concerned, it is as if a petro-chemical complex is going to give a lot of employment to people. With a huge investment the entire petro-chemical complex may give employment to about 1000 people or so. Then, it has to be based on the availability of naphtha. Unless naphtha is available, we cannot put up a petro-chemical complex. We cannot put up a petro-chemical complex on the basis of imported naphtha. I am quite sure that as other refineries go into production and naphtha availability increases, certainly, more petro-chemical complexes could be taken up. But as far as the present position is concerned, in view of the limited financial resources, the petro-chemical conplexes which have already been sanctioned are to be taken up and already about Rs 800 crores worth of investment is to be made in these petro-chemical complexes which is quite a high amount.

A word about the Engineers India Ltd. The Engineers India Ltd. was formed in the year 1965 as a joint venture between Government of India and Bechtel Corporation of the United States of America to provide design, construciton and related services to the petroleum, chemical, fertiliser and allied industries. Bechtel's interests were taken over by the Government of India in 1967. This Company has come up very well and continues to make progress. They have qualified specialists drawn from various engineering disciplines. They have participated in engineering, design construction and supervision in Madras Refinery. Lube India Ltd.'s Lube Refinery at Bombay are currently working on Haldia Refinery and as consultants to some other projects also.

In view of this, I may point out that indigenous fabrication capacity for refineries is continuously increasing. For a simple refinery, almost entire fabrication is now expected to be done indigenously.

Having said thas, I would now come to some of the points that have been mentioned by the hon. Members. The hon. Member Shri R. P. Das said that Dr. Triguna Sen had said that we would work on the policy of self-reliance.

Now, I have pointed out that as far as the search for crude is concerned, one can say that there is certainly scope for intensifying the search in the form of various surveys, either geological, geo-physical or seismic. Regarding the drilling programme the ONGC has taken up, as I have already pointed out, I am myself not satisfied with the total deployment of the rigs which the ONGC has made. Today they are not working to their full capacity. To that extent, I can certainly admit that there is scope for improvement. That is why I am constituting this high-power committee.

As far as the question of oil is concerned, it is a matter of luck. It is not as if that everywhere we would strike oil. The geological survey may possibly show that oil may be there, but it may not be there in sufficient quantities which could be commercially exploited. But, however, wherever the experts have pointed out the possibilities of striking oil, whether it is in Tripura, whether it is in certain parts of Jammu & Kashmir, we will do. But, as I have pointed out, as far as the search for oil is concerned, we well have to give priority to those areas where the promising areas are more. I don't rule out anywhere. But where promising areas are more, we will have to give priority to those areas.

As far as Mr. Panigarahi's point is concerned, I have already answered his point. I do not know whether he was here or not. His question of having a national fuel policy will certainly be examined and it deserves careful examination.

I now come to Mr. Indrajit Gupta and various other members like Mr. Sat Pal Kapoor, Shri Nayak, Shri Unnikrishnan and some other hon. Members who have said with regard to various inquiries and various acts of commission and omission which have been done. In this, I would like to point out that the overall

work that has been done by the various organisations has to be taken in view and our criticism of these various public sector projects should not blur our view as if nothing except corruption prevails there. Having done a commendable work.....(*Interruptions*) So, the picture has to be viewed in its entire totality. From all this point of view, I would like to point out that as recommended by the Public Undertakings Committee in its 66th report, an one-man commission was appointed on 26th August, 1970. The procedure of hearing was decided by the Commission in March 1970 in consultation with the parties and the hearing has commenced.

Mr. Indrajit Gupta has pointed out that first of all we should look to the problem of accommodation, that proper accommodation at a suitable place should be given. I would certainly look into it and do my best to provide suitable accommodation and I will take up the matter with the Works and Housing Ministry and if that accommodation does not suit, we will do our best to find alternative accommodation.

The second point he made was that the present Chairman of the Indian Oil Corporation should be transferred.

SHRI INDRAJIT GUPTA : Pending this inquiry.

SHRI P. C. SETHI : I wish to point out to him that I am trying to bring a new Chairman for the Indian Oil Company and I hope a new Chairman will be in position soon.

SHRI INDRAJIT GUPTA : My point was that the inquiry will be vitiated if he remains as Chairman. He is implicated there.

SHRI P. C. SETHI : You wanted his transfer. I am saying that I am getting a new Chairman.

SHRI P. K. DEO : Don't get a defeated Minister.

SHRI P. C. SETHI : The third point he made was whether the terms of reference of this inquiry will be enlarged. This will have to be examined. I cannot straightaway promise anything.

The next question is that a Commission was appointed to inquire into the causes of water pollution of the Ganges in March, 1968. This Commission submitted its report in 1969 and all action pursuant of this report has been taken and necessary enquiries against the officers named in it have also been initiated.

Regarding enquiry in the case of Lakwa Tea Estate and Nazira Estate, this has advanced considerably and likely to be completed and as soon as we receive the enquiry report we will take suitable action. Regarding enquiries against Smt. Leela Menon, these are at an advanced stage and as soon as we receive the report we will take action.

श्री सतपाल कपूर : वह तो रिजाइन करके चली भी गई है और उसका इस्तीफा मंजूर भी कर लिया गया था। जिन्होंने उसका इस्तीफा मंजूर करके उसके साथ फेवर दिखाई उनके खिलाफ भी क्या आप कोई एक्शन लेने जा रहे है ?

SHRI P. C. SETHI : CBI enquiry is for criminal cases and also from other points of view. The criminal aspects of the enquiry are conducted by the CBI. Likewise the enquiries regarding import of casing and seamless pipes by ONGC are in progress. We would request the CBI to complete them as quickly as possible. I can assure the House, wherever responsibility is located, we will take suitable action. I would urge this upon hon. Members that till the enquiry is completed, we cannot take action. Certain sets of officers, A B or C may be involved ; we can't take action merely on suspicion. I am very distressed to note one thing. Mr. Sat Pal Kapoor, on the basis of the cases against 62 or 63 against whom enquiries were pending at that time, demanded that all the present set of officers in the Ministry should be suspended. I cannot understand this demand. If in the House accusations are made like this entire tempo of work would be suspended and no officer would have the moral courage to take decision. It is certainly right that wherever corruption changes are there and they have been proved, they should be punished. But one thing has to be remembered. In taking certain decisions they might commit mistakes which are *bona fide* mistakes. If it is a bona fide mistake we cannot take a stand that whatever the officer might have done or not

[Shri P. C. Sethi]

done, we should suspend him. That should not be the attitude. Otherwise, no Ministry would be able to function ; no officer will be prepared to take decision ; no public sector would be able to work.

Therefore, I would urge upon hon. Members that they may come to me and discuss with me. They may give me details. I would try to find out the facts and I would certainly take suitable action and hold proper enquiries whenever they are needed. But it is not in the interest of the administration that accusations are made like this. It should not be done. The present set of officers have nothing to do with those accusations which were made against different persons earlier And therefore it should not be urged that these present officers should be suspended. So, I would only urge hon. Members that an overall view has to be taken.

A question has also been asked about kerosene. As far as kerosene is concerned, we are almost moving to a position of self-sufficiency. At the moment, we are importing only Rs. 8 crores worth of kerosene. I have written recently to all the Chief Ministers and to all the Governors and the Administrators in the respective States that kerosene shortage is absolutely artificial. Kerosene is ample in our country. We have said that whatever be the requirement on account of the seasonal offsets or otherwise of the State Governments, we are prepared to fulfil all the requirements of the State Governments. There is no shortage of kerosene.

But kerosene is being misused. As I have pointed out, it is being mixed with high speed diesel oil. On account of this mixture, kerosene shops are opening up on the broad highways and these broad highway kerosene shops do not cater to the needs of the villagers but to the needs of the various petrol pumps which are mixing it with high speed diesel oil. I have requested the State Governments that they must raid the shops and they must take suitable action and wherever any such thing is found, the licence of the kerosene dealer should be cancelled. There are certain difficulties in certain areas. We are also working on a scheme where a colour would be mixed up and wherever kerosene is mixed with high speed diesel oil, that could be detected and the culprit could be punished on the spot and the licence could be cancelled and other suitable action taken.

There are certain areas particularly in the eastern region where the shortage of kerosene is being felt. A point was also made about Gorakhpur. Shri Chintamani Panigrahi has also referred to this matter. Complaints have come from other State also. Almost every day there is a news item in the press that kerosene shortage is there.

SHRI GENDA SINGH (Padrauna) : In Banaras and Gorakhpur the shortage is there.

SHRI P. C. SETHI : On account of the movement, there was some difficulty. But now we are pumping kerosene from Haldia and it has reached Barauni. And we are pumping it from Barauni onwards to Kanpur, and I am sure that in spite of the railway difficulties that may be there, we shall be able to pump to Kanpur and the shortage of kerosene in UP would diminish.

We have also taken another policy decision. .

SHRI RAJA KULKARNI : What about taking an employees' representative on the IOC board ? When is he taking a decision on that ?

SHRI UNNIKRISHNAN : He has not replied to any of my points.

SHRI P. C. SETHI : I have tried to cover most of the points in the short time at my disposal. It is likely that I may not have covered some of the points.

SHRI UNNIKRISHNAN . What about the recruitment policy ?

SHRI P. C. SETHI : As regards the recruitment criteria, I shall look into the recruitment criteria in the light of...

SHRI UNNIKRISHNAN : What about the allegations against the managing director ? Are they true ? If so, what action is proposed to be taken ?

SHRI P. C. SETHI : I have said that I would certainly look into whatever other points have been made and which I have not been able to cover.

SHRI RAJA KULKARNI: What about taking an emplnyees' representative ? We want to know the hon. Minister's decision.

MR. CHAIRMAN: Now, there is no time to deal with all that. The Minister has said that he will look into the matter and he will look into all allegations that have been brought against any person.

SHRI UNNIKRISHNAN: What about the allegations against the officers in the Ministry and the IOC who encouraged and enabled the house of Goenkas to make profit in barrels ?

SHRI P. C. SETHI: As regards this question of Bharat Barrels vs. the Goenkas, if the Chair gives me time, I am prepared to deal with it. But I am quite convinced from the records that I have seen that as far as this case is concerned, the order was placed on the lowest tenderer. The entire system of tendering would be wiped out if the lowest tenderer is not given the order.

SHRI UNNIKRISHNAN: What is the policy in regard to the public sector ?

SHRI P. C. SETHI: What is the question of policy in this ? ...

SHRI UNNIKRISHNAN: There is a question of policy.

SHRI P. C. SETHI: Should it be the policy that the orders should be placed on a party which has quoted a higher price ?....

SHRI UNNIKRISHNAN: The capacity is only 6000 tonnes.

SHRI P. C. SETHI: This party has already got about 1,50,000 barrels order on them. They had not complied with them. When the tender was invited, they had given the highest quotation. The order was given to the lowest tenderer. That being so, how can one level any criticism on that ? Anyway, I am prepared to discuss the entire question or if the hon. member comes to me, I am prepared to give him all the facts.

MR. CHAIRMAN: There are two cut motions, Nos. 1 and 2. I shall put them together to vote.

The cut motions were put and negatived.

MR. CHAIRMAN: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper including the sums already voted 'on account' for the relevant services be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of Demands Nos. 71 and 133 relating to the Ministry of Petroleum and Chemicals".

The motion was adopted.

18.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, July 7, 1971/Asadha 16, 1893 (Saka).

(Raja) Ram Kumar Press, Lko-25-9-71—1010.